

The Mining Journal

AND COMMERCIAL GAZETTE.

No. 113.—Vol. V.]

LONDON: SATURDAY, OCTOBER 21, 1837.

[PRICE (WITH A SUPPLEMENT) 6D.]

ADVANCE IN MINING PROPERTY.—Such is the improvement in the SHARE MARKET, owing to the advance in the price of Shares in many of the S.C. Companies have risen in value to a considerable extent; and as confidence appears re-established, and capital abundant, there is every probability that Mining Property will continue to progress. By applying to his Friends and the Public generally, WILLIAM TRENER, Jun., SHARE-BROKER, feels confident that his suggestions will not be unavailing, as the advantages which offer at the present moment for investment are very great. Office, 50, Threadneedle-street, London, where specimens of ore from the various Cornish and Devon Mines may be seen.
* All Letters to be post paid.

TO BE SOLD BY PRIVATE CONTRACT, at NETHAM
WORKS, one mile from Bristol, the whole of the METAL MATERIALS of a POWERFUL STEAM-ENGINE (45 horse power); including also a complete Copper Rolling Mill connected therewith—viz.: a Double-acting Steam-Engine (on the principle of Bolton and Watts), Cylinder thirty-six inches diameter, stroke six feet; Cast-iron Engine Beam, twenty-two feet long; Fly Wheel, twenty-two feet diameter; two Waggon Rollers, eighteen feet long, and nine feet wide each; first motion of a strong Pinion Wheel on Fly and Rolling Mill Shafts, which drive one set of Rolls, five feet six inches long, eighteen inches diameter, fitted complete with strong wrought-iron pillars; and the pair of Sinking-Down Rolls three feet long, in bodies sixteen inches diameter; also, one set of Bolt Rolls, three feet long, sixteen inches diameter, in bodies. The above is an advantageous opportunity for any person who may have it in contemplation to erect a complete Copper Rolling Mill of modern construction, as the whole of this Machinery now on the premises may be removed at a little expense.
Apply (if by letter, post paid), to Mr. William Henderson, of Netham Works; or, on personal application, on the premises, near Bristol.

SILVER, LEAD, AND COPPER MINES.—A FEW SHARES in the above valuable Mines may be procured, on application, to Messrs. La Sere and Son, 2, Wardour-court, Throgmorton-street.
* Capitalists will find the above worthy of their attention, as they have been pronounced by men of great experience to be the finest Lodes that ever came under their inspection.

GLAMORGANSHIRE.—TO BE LET, within a short distance of the Taff Vale Railway and the Glamorganshire Canal, upwards of SEVEN HUNDRED ACRES, within a ring fence, of VALUABLE MINERAL PROPERTY, abounding in Coal, Ironstone, and Fire Clay, of superior quality. A vein of this Coal is now working by Level, for the use of the neighbourhood, under a strong roof, and cutting large. For further particulars, apply (if by letter, post paid), to Messrs. Holme and Loftus, solicitors, New Inn, London; or to Mr. E. P. Richards, collector, Cardiff.

GLAMORGANSHIRE.—TO BE LET ON LEASE, and entered upon immediately, the VEINS of COAL, Stone Coal and Culin, under those Farms called Ynys-y-Gleision, Ynys-y-Ci, Penyrallt, Penyrhiw, and Craig Forest, situated in the Parish of Killybeggie, containing upwards of SEVEN HUNDRED ACRES. Two veins have been opened and worked by level. There is no coal-pit nearer required, the roof being excellent. There is a railroad communicating with the Swansea Canal, which is distant about 400 yards from the colliery, and from thence to the seaport of Swansea is ten miles. The celebrated Corbin vein of stone coal lies under the whole of this estate, and there is an engine erected over it, and a pit sunk thirty-five yards, being more than half the calculated distance from the vein. For further particulars, and view of the sections and plans, apply to Mr. Thomas Thomas, Solicitor, Swansea.

WEST WHEEL BROTHERS MINE.—TO BE SOLD, by Tender, in One Lot, for an unexpired term of ten years from Michaelmas last, the LEASE of the above-mentioned MINE, now in full working, in the parish of Callington, Cornwall, together with the STEAM-ENGINE and all the Materials thereon. Tenders, in writing, to be sent to Mr. Hawden, 25, Threadneedle-street, London, on or before the 1st day of November next.

CALLY COPPER MINE, Gatehouse of Fleet, SCOTLAND.—SEVERAL SHARES in the above very promising Mine to be DISPOSED OF. For particulars apply to J. Ferguson, Esq., Flint, or to Mr. J. Trevelyan, Monmouth Lodge, Anglesey. Captain Richard Williams, the Agent at Gatehouse, will show the Mines, and give every necessary information.
Mona Lodge, Anglesey, Sept. 23.

CONVERSION OF MEXICAN BONDS.—Notice is hereby given, that the Conversion of Mexican Bonds of the Loans effected in London at five and six per cent., and of the Deferred five and six per cent. Bonds and Receipts representing the arrears of interest on the same, will be carried into operation according to the terms of the decree of the 12th of April, 1837, and agreement of the 14th of September ultimo, by us, the undersigned, F. de Lizardi and Co., on and after Monday, the 15th day of October instant, at our counting-house, 25, Austin-frs., where attendance will be given daily (Sundays excepted) between the hours of eleven and three, and where forms of the requisite lists may be had on application. The Bonds and Lists must be left for examination at least four days previously to calling for the new Bonds.
F. DE LIZARDI AND CO.,
London, October 9.
Agents to the Mexican Government.

PROSPECTUS OF THE LOAN FOR HIS MAJESTY CHARLES V. KING OF SPAIN.
Opened on the principal Places of the Continent.
This Loan was contracted in virtue of a Treaty made the 12th of January, 1836, and ratified by the Royal Decree of the 6th of February following.
The General Bond, in due form, is deposited at Messrs. Nind and Cottle's, London.
This Loan was originally divided into four equal series, each of £213,000 annual and perpetual Five per Cent. Rent, but the second, third, and fourth series were virtually annulled by the Decrees of the 8th of April last, and consequently will not be issued.
Each Series is divided into 21,300 Certificates, payable to the Bearer, each of £200 nominal capital, or £10 Rent.
The interests upon the full nominal capital of these Rentes commence from the 1st of July, 1836, and after the arrival or acknowledgment of His Majesty at Madrid, will be payable Half-yearly, at Madrid, London, Amsterdam, Paris, and other principal cities in Europe.
The Certificates are payable in Six Instalments, namely:—
The First Instalment is payable against the Delivery of the Certificates.
This First Instalment was for the First Series Six per cent. on the nominal value, or £12 per Certificate, contract price.
The Five last Instalments are not payable until after the arrival or the acknowledgment of Charles V. at Madrid, and then from Month to Month.
These Five last Instalments are each £12 per Certificate, and form together thirty per cent. on the nominal value of the Rentes.
In default of the Holder of the Certificates paying at the periods fixed, either of the last Five Instalments, he will lose all his rights as well as the Sums already paid.
These Rentes thus issued at the price of Thirty-six per cent., will, after payment of the last Instalment, be inscribed in the Great Book of the Public Debt of Spain, with priority and anteriority over all other Debts.
Applications for Certificates to be made to Messrs. Firmin de Tastet and Co., Alderman's-walk.
With reference to the preceding prospectus, and to the probability of the early entry of H. C. M. Charles V. into Madrid, we beg to call the attention of the Holders of the Certificates to the terms of the Loan, and to remind them that the Second Instalment will be only £2 per Certificate, inasmuch as the first year's interest of Five per cent., or £10 per Certificate, will be deducted from the said Instalment.
Certificates presented to us for signature, in conformity with the notice of the Commissary Don Manuel Cano, of the 18th inst., will be signed and ready for delivery on the second day after they are left.
Alderman's-walk, Sept. 21.
FERMIN DE TASTET and Co.

POYSAIAN SECURITIES.—Pursuant to an Advertisement, dated the 3d inst., which appeared in several of the public journals, the holders of the Poysonian Securities are hereby informed, that the territorial grant, originally made to Sir Gregor M'Gregor by the late King of the Mosquito nation, was revoked by him in consequence of the assumption of the title of Sovereign Prince of Poybia by the said Sir Gregor M'Gregor, such assumed title being in contravention of the conditions under which the said grant was held; and the said persons are further informed, that a new grant of the same Territory has been made by the present King of the Mosquito nation, by a deed bearing date the 9th of May, 1837; and that it is the intention of the possessors of the Poysonian Territory conveyed by this deed, to make arrangements in the first instance to obtain and export its valuable productions, and to allow, under certain conditions, the holders of the present Poysonian Securities to participate in the advantages which may arise from such a procedure; although, in consequence of the revocation of Sir Gregor M'Gregor's grant, they have no legal claim thereto. It is not, however, intended to recognize any Poysonian Securities bearing date or issued since 1834, nor such as shall prove to be forgeries, or those for which no value has been given—the object of the possessors of this grant being to compensate the bona-fide holders of the Securities issued by Sir Gregor M'Gregor, for the injury they have sustained by his forfeiture of the Poysonian grant, and the misapplication of their money in a pursuit which, by proper management, might have been eminently successful.
(Signed)
W. UPTON, Sec. pro tem.
13, Pancras-lane, October 17.

EXPLOSION OF GAS, and the noxious effluvia arising from
Escapes, EFFECTUALLY PREVENTED by the use of CARTER'S PATENT GAS VALVES, which cannot leak or become fixed by corrosion; applicable to services, lamps, and fittings. For the better supply of an increasing demand, Mr. Carter has removed from Exeter to a warehouse, No. 6, Bow-street, Covent-garden, London, where a supply of Valves and Fittings will be kept.
N.B.—The Valves may be readily applied to old Fittings.

BRITISH COPPER MINING COMPANY.—The shareholders are hereby reminded, that the LAST DAY for the payment of the Tenth Call of Five Shillings per share WILL EXPIRE on Monday, the 23d inst.; and that, by a recent resolution of the proprietors, no money can be received after the final day on which a call may become due.
By order of the Board,
31, Lombard-street Chambers, Oct. 13.
NATH. MIDWINTER, Sec.

CORNWALL GREAT UNITED MINES.—Notice is hereby given, that, agreeably to the conditions and regulations of the Company a CALL is now made of THIRTY SHILLINGS per share, to be paid on or before the 20th day of November next, to Messrs. Masterman and Co., Bankers.
On behalf of the Committee,
October 17.
THOMAS CROSS, Manager.

CONSOLIDATED COPPER MINES OF COBRE.—TWO VACANCIES having occurred in the Direction of this Company, Notice is hereby given, that, in conformity with the Deed of Settlement, TWO DIRECTORS will be chosen at the Half-yearly General Meeting of the Holders of Shares, to be held at the office of the Company, 26, Austin-frs., on Tuesday, the 31st instant, at Twelve o'clock precisely. It is necessary that parties intending to offer themselves as Candidates for the Direction, should leave notice of such intention with the Secretary, at the office of the Company, 26, Austin-frs., at least Fourteen clear days before the day of Election.
26, Austin-frs., Oct. 9.
WILLIAM LECKIE, Secretary.

CONSOLIDATED COPPER MINES OF COBRE.—Notice is hereby given, that, in conformity with the Deed of Settlement, a HALF-YEARLY GENERAL MEETING of the Holders of Shares of the Consolidated Copper Mines of Cobre, will be held at the office of the Company, 26, Austin-frs., on Tuesday, the 31st inst., at Twelve o'clock precisely. On that day TWO Directors, John Hardy, Esq., and John Pirie, Esq., Alderman, and one Auditor, Alexander Druce, Esq., will go out of office, agreeably to the Deed of Settlement, but are immediately re-eligible, and are Candidates for re-election. It is necessary that parties intending to offer themselves as Candidates for the Direction and Auditorship, should leave notice of such intention with the Secretary, at the office of the Company, 26, Austin-frs., at least Fourteen clear days before the day of election.
26, Austin-frs., Oct. 1836.
WILLIAM LECKIE, Secretary.

HOLMBUSH MINING COMPANY.—The Directors of this Company hereby give notice, that those shares on which the Call of One Pound per share, due the 4th of September last, remains unpaid, are now liable to forfeiture, and that unless the same is forthwith paid, the shares will be declared ABSOLUTELY FORFEITED.
26, New Broad-street, October 12.

ROYAL POLBEROU CONSOLS MINING COMPANY.—Notice is hereby given, that the FOURTH CALL of ONE POUND per share, on the New Shares, created on the 14th of April last, will become due on the 26th inst.
By order,
37, Old Broad-street, Oct. 20.
T. V. WILLIAMS, Secretary.

ST. JOHN DEL REY MINING COMPANY.—The Instalment due on the 28th of March last not having been paid on the following certificates of shares in this Company—viz.: Nos. 113, 143, 146, 162, 176, 177, 191, 202, 203, 207, 214, 217, 218, 221, 230, 246, 247 to 244, 268, 274, 276, 286, 289, 295, 303, 305, 306, 336, 337 to 341, 352, 377, 387, 422, 423, 425, 434, 437, 499, 501, 509, 513, 518, 527, 536, 559, 583, 644, 646, 650, 653, 654, 681 and 682, 687, 698, 725, 729, 730, 734, 761, 775, 807, 808, 870, 878, 905, 918 to 922, 934, 948, 961, 962, 978, 1114, 1131, 1149, 1159, 1165, 1166, 1170, 1171, 1184, 1185, 1203 to 1206, 1249, 1259, 1290, 1319, 1320, 1323, 1365, 1381, 1430, 1491, 1443, 1457, 1458, 1470, 1472 to 1474, 1489, 1490, 1506, 1515, 1523, 1526, 1543, 1545 to 1549, 1582 to 1586, 1574, 1576, 1590, 1591, 1637, of five shares each.
Nos. 138, 172, 199, 226, 284, 330, 331, 345, 397, 487, 617, 720, 790, 791, 795, 797, 833, 940, 944, 1179 to 1182, 1208, 1215, 1219, 1224, 1231, 1232, 1272, 1298, 1299, 1302, 1326, 1326, of ten shares each.
Notice is hereby given, that the said SHARES will be DISPOSED OF BY PUBLIC TENDER, at this office (if the said Instalment be not in the meantime paid), on Friday the 27th of October, at Two o'clock precisely.
Parties disposed to tender for the same may learn further particulars, and obtain a form of tender, on applying at this office. No tender will be received unless the party send an agent from him, shall attend.
3, Tokenhouse-yard, Leithbury, October 14.
JOHN LUCKOMBE, Sec.

TREWOLVAS MINING COMPANY.—Notice is hereby given, that at a Special Meeting of the Board of Directors, held the 17th day of October, 1837, the following shares were declared forfeited and void, and the holders or proprietors of them were entirely dispossessed of all or any interest in the undertaking. The Directors will receive TENDERS for them, or any part of them, until the 1st of November, when they will be re-appropriated.

No.	Shares.	No.	Shares.	
411 to 415	5	1506 to 1420	25	
501	525	1440	1509	55
801	900	2541	2545	5
1341	1345	2550	2575	20
1346	1355	2581	2585	5
1356	1360			

By order of the Board,
12, Pancras-lane, October 17.
C. F. KIRKMAN, Sec.

TREVORGUS MINING COMPANY.—The Directors of this Company hereby give notice, that all shares on which the Third Call of Ten Shillings per share, due on the 15th of March last, has not been paid (making together £3 per share) are absolutely FORFEITED, pursuant to the conditions endorsed on the scrip.
October 20.
J. E. MORGAN, Secretary.

TREGOLLAN COPPER MINING COMPANY.—The Directors beg to remind the shareholders, that the period of thirty days from the time appointed for payment of the Second Call of Ten Shillings per share will EXPIRE THIS DAY, after which time all shares on which the said call shall not have been paid will be liable to FORFEITURE.
14, Bishopgate-street, October 21.

WEST WHEEL BROTHERS MINING COMPANY.—Notice is hereby given, that an ADJOURNED MEETING of shareholders will be held on Thursday, the 2d day of November next, at the Company's office, No. 23, Threadneedle-street, precisely at One o'clock, to receive the report of the Committee appointed at the last General Meeting; and also a SPECIAL GENERAL MEETING, to consider and decide upon the propriety of continuing operations at the Mine, or dissolving the Company.
J. BAWDEN, Secretary.

WHEEL BROTHERS MINING COMPANY.—At a Special General Meeting of the shareholders, held on Tuesday, the 26th instant, a CALL of TEN SHILLINGS per share was recommended. The Directors have accordingly ordered the same to be paid at the banking house of Messrs. Vere, Sapte, Banbury, Muspratt, and Co., on or before the 26th of October next. The Directors further beg to remind the shareholders who have not paid the last call of One Pound per share, on the 6th of February, of the necessity of their immediately doing so, and that the Directors will meet on Wednesday, the 11th of October next, for the purpose of FORFEITING such shares the call on which shall not then have been paid.—26, New Broad-street, Sept. 27.

WHEEL GILBERT TIN AND COPPER MINING COMPANY, St. Erith, Cornwall.—Notice is hereby given, that the FIFTH CALL of FIVE SHILLINGS per share is now made on the scrip of the above Company, to be paid on or before the 24th of October next, either to Messrs. John and Henry Hore, Cophall-court, Throgmorton-street, London; or to Mr. Henry Grylls, Redruth. Any shares not paid on or before the 24th of October next, will be redeemable any time within sixty days after that date, by the payment of a FINE of TWO SHILLINGS and SIXPENCE per scrip; but if the said Call and Fine be not paid within the sixty days, such shares will be absolutely forfeited.
Redruth, Sept. 20.
HENRY GRYLLS, Secretary.

WHEEL BROTHERS MINING COMPANY.—The Directors of this Company hereby give notice, that a SPECIAL GENERAL MEETING of the shareholders will be held on Monday, the 30th inst., at the White Hart Tavern, Bishopgate-street, at One o'clock precisely, for the purpose of receiving from the Directors a statement of the position of the Mine, and of asking into consideration the situation in which the shareholders are placed, and adopting such measures as may lead to the preservation of their rights and the future working of the Mine, and for other general purposes.
26, New Broad-street, October 14.

WEST CORK MINING COMPANY.—Notice is hereby given, that at a Special General Meeting of the Shareholders in the above Company, held at the London Tavern, Bishopgate-street, on Thursday, the 27th day of July last, Mr. Joseph Pike, the Managing Director, and Mr. George Frickett, one of the Directors of the said Company, and Mr. Thomas Pike, one of the Auditors of the said Company, were removed from their said respective offices, and the following gentlemen were duly elected Directors of the Company, viz.:—
William Revell Vigners, Esq.
John Fam Timins, Esq.
Campbell Wright Hobson, Esq.
David William Witton, Esq.
Edward Warner, Esq.
John Baker, Esq.
The Rev. William Hanson.
And the following Gentlemen were duly elected Auditors of the said Company, viz., William Holborn, Esq., and Henry Patrick Esq.
By Order of the Board of Directors,
T. M. SHADWELL, Secretary pro tem.
Offices of the Company, Broad-street-court,
New Broad-street, 7th Sept. 1837.

GREAT NORTH OF ENGLAND RAILWAY.

CONTRACTS FOR WORKS.
TO BE LET.—The making of this Railway with all the Excavations, Embankments, Bridges, Culverts, Syphons, Fences, and other works (excepting the Bridge across the River Tees), commencing at the Lane leading from Darlington, in the County of Durham, to Yarm, in the County of York, and terminating at the Bridge across the River Wike, near Berkley, in the County of York, in length eight miles three furlongs five chains, divided into the following Contracts, commencing at the northern end—

m.	f.	ch.
County of Durham No. 1.	2	3
County of York No. 4.	0	6
County of York No. 1.	1	3
County of York No. 2.	3	6

Total..... 5 3 5

Plans, Sections, and Specifications of the works, with a draft contract, will be ready for inspection at the Company's Office, in Darlington, on and after Tuesday, October 19, where printed forms of Tender may be procured of the Secretary, and no others will be attended to.
Sealed Tenders, addressed to the Secretary, and endorsed "Tender for Works," will be received not later than Ten o'clock in the forenoon of October 24.
The Directors will meet at their Office, to let the Contracts at Two o'clock on Tuesday, October 31, when parties tendering or persons duly authorised by them must be in attendance.
The party whose tender is accepted, will be required to enter into bond with two sureties for the due performance of the Contract, in a penalty not less than ten per cent. on the gross amount of Contract. The names of the proposed sureties are to be specified in the Tenders.
The Directors will not bind themselves to accept the lowest Tender.
The Contractors (if they require it) will be furnished with counterparts of the Contracts, at their own expense.
By order of the Board of Directors,
Great North of England Railway Office,
Darlington, September 29.
J. MILLER, Secretary.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.

CONTRACTS FOR WORKS.—The Directors of the Birmingham and Derby Junction Railway Company will meet at the Company's Office, in Waterloo-street, Birmingham, on Wednesday, the 29th of November next, at twelve o'clock at noon, for the purpose of receiving sealed TENDERS for the undermentioned CONTRACTS:—

STONEBRIDGE CONTRACT.—To make the Railway, with all the excavations, embankments, fences, bridges, culverts, and other works, including the supplying all necessary materials, except the rails, chairs, keys, blocks, and sleepers, commencing at the junction of the Stonebridge line with the London and Birmingham Railway, near the village of Hampton-in-Arden, in the county of Warwick, and terminating near Hawkeswell, in the parish of Coleshill, in the said county, being a distance of about four miles; and to maintain the same for one year after the completion of the whole.
MAXSTOCK CONTRACT.—To make and maintain the Railway, in like manner, from the termination of the Stonebridge Contract to a point near Hoggerhill's End, in the parish of Nether Whitacre, in the county of Warwick, a distance of about three and a quarter miles.
KINGSBURY CONTRACT.—To make and maintain the Railway, in like manner, from the termination of the Maxstock Contract, to a point near the Cliff Brick-yard, in the parish of Kingsbury, in the said county of Warwick, a distance of about three miles and three-quarters.

ELFORD CONTRACT.—To make and maintain the Railway, in like manner, from the intersection of the boundary of the parishes of Tamworth and Clifton Campville, to a point near the junction of the rivers Tame and Trent, in the parish of Croxall, in the county of Stafford, a distance of about four miles and a half.
Drawings and specifications of the works, with drafts of the contracts, will be ready for inspection at the Company's Office, at Birmingham, on and after Thursday, the 2d day of November next.
Printed forms of tender may be obtained at the Company's Office. No others will be attended to; and parties tendering must attend in person, or by some one duly authorised on their behalf, at the time of meeting.
The Directors will not bind themselves to accept the lowest tender.
The parties whose tenders are accepted will be required to enter into bonds, with two sureties, for the due performance of their contracts, in a penalty not less than ten per cent. on the gross sum contracted for, and the names of the proposed sureties are to be specified in the tenders.
The Contractors, if they require it, will be furnished with counterparts of their contracts at their own expense.
By order,
THOMAS KELL, Secretary.

Waterloo-street, Birmingham, October 6.

THE THAMES IMPROVEMENT COMPANY.

The objects of the Company are—
1. To exclude from the River the filth of every kind that now passes into it through the drains of London; and
2. To collect a supply of manure from the drains, so greatly superior to any other as will effect a vast increase in the produce of every description of land.
The Directors, by thus confining the undertaking, are enabled to limit the capital to HALF A MILLION STERLING, in 50,000 shares of £10 each, with power to increase that amount of capital and number of shares by one-tenth.
Although the purpose of the Company is not merely to create a marketable joint stock, but also to accomplish a work of permanent utility, yet profit upon investment has entered largely into the consideration of the Directors. This will arise from the saving and sale of the manure. On this subject detailed and most accurate reports have been obtained from France, Wurtemberg, Bavaria, Austria, Bohemia, Saxony, Prussia, Holland, and Belgium, which prove that, at a very low calculation, an income of half a million is capable of being produced, as is shown in the Prospectus.
A deposit of £1 per share will be payable at any one of the Company's Bankers, Messrs. Coutts, Messrs. Drummond, and Messrs. Hankey, within fourteen days from the date of the allotment.
Within twelve months from the commencement of the works profits from the sale of the manure will have been obtained, applicable either to a diminution of calls, or the payment of dividends.
Reports on the manure by Dr. Granville, and Prospectuses of the plan, may be seen at the office of Mr. Burn, 4, Raymond-buildings, Gray's Inn, where also applications for shares may be made, if free of postage.

EUROPEAN COMPANY FOR LIFE INSURANCES, and the SALE AND PURCHASE OF ANNUITIES.

No. 10, CHATHAM-PLACE, BLACKFRIARS, LONDON.
PRESIDENT—Sir Charles Forbes, Bart.
VICE-PRESIDENT—Sir James Rivett Carnac, Bart., M.P.
DIRECTORS.
John Bent, Esq.
Thomas H. Call, Esq.
Thomas Harding, Esq.
John G. Harris, Esq.
William Paxton Jarvis, Esq.
Rev. Ph. Le Breton.
William Sargent, Esq.
Frederick Silver, Esq.
John Stewart, Esq.
George J. Sullivan, Esq.
John Thoyts, Esq.
Edward Wright, Esq.
AUDITORS.
T. Bent, Esq.; Gideon Colquhoun, Esq.; C. Hopkinson, Esq.
BANKERS.
Messrs. Bosanquet, Anderson, and Co., 73, Lombard-street; Sir W. P. Call, Bart., and Co., 25, Old Bond-street.
PHYSICIANS.
T. Thomson, M.D.; H. Davies, M.D., 18, Saville-row, Burlington-gardens.
Solicitors—William Spike, Esq., 15, Clifford's Lane, Fleet-street.

Notice is hereby given, that the DIVIDENDS to proprietors for the half-year ending the 30th day of June, at the rate of 54 per cent. per annum, are now payable at the Company's Office every day, from Ten till Three o'clock.
Life Insurances are effected at reduced premiums, which may be paid Quarterly, Half-yearly, or Annually, at the option of the parties; and the Assured with this Company participate periodically in the profits.
* In consequence of numerous representations, the Board of Directors have resolved to admit the documents, upon the faith of which any Policy shall be granted, as conclusive evidence of the age and state of health of the life insured, except in cases of gross fraud or wilful misrepresentation. This regulation will effectually protect innocent parties against every risk, and prevent the possibility of delay in settling claims.
DAVID FOGGO, Secretary.

THE PROTECTOR, or, THAMES WATERMEN'S FRIEND

STEAM-BOAT COMPANY.
Capital £20,000, in 4,000 shares of £5 each. Deposit, 10s. per share.
BANKERS—London Joint Stock Bank.
SOLICITORS—Messrs. Wire and Child.
DIRECTORS.
W. R. S. Motte, Esq.
H. Moss, Esq.
In six months after commencing the employment of the boats, the profits will be applicable either to the payment of a Dividend or to a reduction in the Calls.
Office, 3, Charlotte-row, Mansion House.

THE PATENT SAFETY FUZE,

for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness, which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c. "I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."
Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVY, Cambrone Cornwall.

PROCEEDINGS OF SCIENTIFIC MEETINGS.

ROYAL CORNWALL POLYTECHNIC SOCIETY.

[From the "West Briton" and "Cornwall Royal Gazette."]

The fifth annual meeting and exhibition of this society commenced at their room, in the New-hall, Falmouth, on Wednesday, the 11th October. The weather was particularly fine, and the attendance of members and visitors far exceeded that at any former meeting. The supply of models of mechanical ingenuity was small, but the works exhibited were of a very superior character, particularly the engine for graduating mathematical instruments, the model of stamps erected at Carn Brea mines, a dipping needle deflector, a small and beautiful lever printing press, by John Trevelyan, of Camborne, a model of a steam-engine, &c. The paintings and pictures that decorated the walls displayed in many cases first rate talent, and excited general approbation. A very beautiful specimen of penmanship, signed Philotechnicus, by Mr. H. Gundry, of Helston, was exhibited among other productions of singular merit. The piece alluded to was a copy of the *West Briton*, on which were thrown bank notes, &c., the centre of the whole being occupied with the Lord's Prayer. The appearance of the newspaper was beautiful, particularly the heading and the stamp, and no one but a printer, or a person well acquainted with printer's types, could have told the difference between that and the original paper. It displayed great labor, and excited universal admiration. The clever artist was rewarded for his skill with a first bronze medal. There was one beautiful specimen of Sculpture, Jupiter and Thetis, which deservedly obtained a prize; and there were two ingenious, but it was said by those who understood such matters, inapplicable models of contrivances for raising and lowering miners. The society awarded its medal to the inventor of one of these, and J. H. Tremayne, Esq., renewed his offer of a premium to the inventor of any apparatus that may answer the purpose for which it is required. The subject is one of much importance to the health and strength of the miners, and formed the leading object of conversation among the scientific gentlemen assembled on this occasion.

DAVIDS GILBERT, Esq., D.C.L., F.R.S., &c., was called to the chair, and on the platform we observed Sir Charles Lemon, Bart., M.P., F.R.S., president of the society, E. W. W. Pendarves, Esq., M.P., F.R.S., W. Snow Harris, Esq., F.R.S., J. Carne, Esq., F.R.S., F.G.S., John Taylor, Esq., F.R.S., F.G.S., &c., &c., R. W. Fox, Esq., J. Hawkins, Esq., F.R.S., &c., R. Taylor, Esq., F.G.S., J. H. Tremayne, Esq., and a number of other scientific gentlemen.

The CHAIRMAN said he had the honour of again addressing them, having been requested by their President, Sir Charles Lemon, who would have filled the chair much better than he should, to preside. This office he had been requested to fill probably in deference to his age, and the station that he formerly filled in the Royal Society. It gave him great pleasure to meet them from year to year, to see the progress which the arts and sciences were making in his native county, and it also gave him great gratification to see the number of scientific gentlemen who attended their meetings. They were honoured with the presence of a gentleman, who he might say, without disparagement, had stood at the head of science itself for half a century; he need not say that he alluded to Mr. John Hawkins. One thing he might say of himself, that he had come all the way from Switzerland for the purpose of attending this meeting. And nothing gave him greater pleasure than to watch its progress. At the time when he was a young man no one would have anticipated such a beautiful sight as that which they had witnessed to-day. Though the show of models was not so large as he could have wished, yet they had some very beautiful ones. The chairman then mentioned several models made by Mr. T. B. Jordan, (one of the secretaries), which he highly eulogised, and concluded by calling on the secretary to read the report.

Mr. LOVELL SQUIRE, jun., then read the report of the committee, after which, R. TAYLOR, Esq., Hon. Secretary read the awards of the society on the following

PREMIUMS:

A Premium of Ten Guineas, by Sir Charles Lemon, Bart., and R. W. Fox, Esq., for the best reports of a series of experiments made with the wedge for blasting rocks, invented by R. W. Fox, Esq., which was described and figured in the last report of the society.—Not awarded.

Two Premiums, the first of Seven Guineas, the second of Three Guineas, by the late G. S. Borlase, Esq., for the best and second best chemical or mechanical plans for ventilating mines, which can be applied to the Cornish mines with advantage.—Not awarded.

A Premium of Ten Guineas, by G. C. Fox, Esq., for the best Essay on the various diseases incidental to miners, their causes, and the best practical means of remedying them. Any statistical information as to their longevity, compared with that of the other population of the county, will be deemed highly desirable.—First silver medal.

A Premium of Ten Pounds, by John Hearle Tremayne, Esq., for the best available method, or improvement on the plans already suggested, for facilitating the ascent and descent of miners, provided the judges shall consider it to possess sufficient merit to be entitled to the premium.—First bronze medal.

A Premium of Three Guineas, by John Taylor, Esq., for the most complete and accurate accounts of the quantity of water, supplied to the boilers, the number of bushels of coals consumed, and the duty performed by an engine, for a period of not less than six months in the ensuing year.—Not awarded.

A Premium of Ten Pounds, by the Rev. Canon Rogers, for the most economical, safe, and efficient plan for lighting mines, consistent with the health of the miner;—such plan is to be accompanied by a statement of the present actual consumption of candles, and the cost per dozen lbs. at some of the principal Cornish mines.—Not awarded.

Two Premiums, the first of Ten Pounds, the second of Five Pounds, by H. H. Price, Esq., of London, Civil Engineer, one of the honorary members of this society, for the best and second best plans for adapting to steam vessels the method used in Cornwall, of working steam expansively; including practical drawings of the construction of the boilers and expansion-gear. Such boilers should combine economy of fuel with safety, both as regards the danger from explosion, and accidents to the vessel from fire; with suggestions as to the best method of preventing the loss of heat, by radiation or otherwise. Due regard must be had to the essential difference between a single acting engine working pumps by a lever, and two double acting engines working cranks.—First bronze medal.

Three Premiums by Charles Fox, Esq., the first of Three Guineas for the best model (either original or copy) not less than eighteen inches in length, of a life boat, which shall be judged most manageable in a storm;—the second Premium of Two Guineas, for the second best;—the third of One Guinea, for the third best. Economy in the construction is a great desideratum.—First premium only awarded.

Three Premiums by Charles Fox, Esq., the first of Three Guineas, for the best description and drawings of the least inconvenient and inexpensive, and, at the same time, most efficient means of securing a fortnight's supply of bread and water within reach of a ship's crew, in the event of their not being able to go below deck, owing to the vessel being water-logged, or other causes; the number of the crew may be estimated in the proportion of fifteen tons register to each man. The second Premium of Two Guineas, for the second best; the third of One Guinea, for the third best.—Not awarded.

The CHAIRMAN said they had heard the awards on premiums given by private individuals. The SECRETARY would now read the awards of prizes given by the society.

The SECRETARY then announced that the premium for the life boat was awarded to Mr. J. Trevillian, of Camborne; a first bronze medal to Mr. Jones, of Chacewater, for his model of a plan of raising miners; and a first bronze medal to Mr. James Whitlaw, of Glasgow, for his drawing of steam machinery; and then proceeded to read the following list:—

JUDGES FOR 1837.—Natural Philosophy; Mechanical and Scientific Inventions and Improvements; Drawings of Machinery, and Models not displaying Invention:—W. Snow Harris, Esq., F.R.S., &c., Rev. J. Pannett, R. W. Fox, Esq., J. S. Enys, Esq., Richard Taylor, Esq., F.G.S., James Sims, Esq., Benjamin Sampson, Esq., Nicholas Harvey, Esq., Alfred Fox, Esq., W. P. Williams, Esq., Captain J. Richards, Mr. R. Hosking, Sculpture and Modelling; Oil Paintings; Water Colours; Pencil, Indian Ink, Crayons, &c.; Pen and Ink Drawings; Engraving and Etching; Lithography:—E. W. W. Pendarves, Esq., M.P., F.R.S., &c., G. C. Fox, Esq., James Cornish, Esq., Rev. Thomas Polpott, William Williams, Esq., Mr. W. Gay, jun., Mrs. Crease, Mrs. Charles Fox, Miss Enys, Miss Yescombe, Miss A. M. Fox.—Natural History; Articles from Schools; Miscellaneous:—Jonathan Couch, Esq., F.L.S., C. A. Johns, Esq., F.L.S., C. Baron, M.D., Rev. H. W. Hockin, Charles Fox, Esq., Mr. William Crouch, Miss Warren, Mrs. Cope, Miss R. Trevelyan, Miss Emma Sutton.—Naval Architecture; Lander Prizes; Charts, Maps, Plans, and Sections; Architectural Drawings:—Lieutenant J. S. Jago, R.N., J. S. Enys, Esq., R. S. Sutton, Esq., Rev. D. Coleridge, Edward Hull, Esq., G. Wightwick, Esq., William Harris, Esq., E. C. Carne, Esq., T. Symonds, Esq., Mr. R. Thomas.—Fancy Work:—Mrs. G. C. Fox, Miss Cornish, Miss E. Crouch, Miss C. Fox.

MECHANICAL AND SCIENTIFIC INVENTIONS AND IMPROVEMENTS.—Improved Printing Press, John Trevelyan, of Camborne, first bronze medal;

Instrument for drawing Scrolls, John Reynolds, Truro, 2d.; Model of a Water Whim, John Arthur, Perran, 2d.; Improved Bottle Jack, W. Daniel, Penzance, 1d.

DRAWINGS AND MODELS OF MACHINERY, not displaying Invention.—Miners' Dial, William Wilton, St. Day, 2d.; Model of a Steam-engine, William Gowan, St. Agnes, 2d.; Spring Hammer, Mr. Tregaskis, Perran, 1d.; Chain-proving Machine, John Coade, Bodmin, class No. 2.

SCULPTURE AND MODELLING.—Jupiter and Thetis, N. N. Burnard, Fowey, first bronze medal.

OIL PAINTINGS: (Professional).—View of Dover, W. Williams, Falmouth, second silver medal; View of St. Ives, R. T. Pentreath, Penzance, second silver medal; Old Woman's Head, J. Campbell, Penryn, first bronze medal; Altar Piece, Andrew Opie, Falmouth, second silver medal:—(Amateur).—Four Marine Views, J. C. Armstrong, Falmouth, first bronze medal.

WATER COLOUR DRAWINGS: (Professional).—Four Views by James G. Philp, Falmouth, second silver medal;—Miniature, A. Stephens, Truro, first bronze medal:—(Amateur).—Medora, Miss L. Cregoe, Trewithen, first bronze medal.

PENCIL DRAWINGS: (Amateur).—Four Portraits, Mr. H. F. Cunningham, Falmouth, first bronze medal; Blind Man and Child, Miss Cornish, Falmouth, Prize class, 4; Abraham and Agar, Miss M. A. Richards, Carnivon, class 4.

CRAYONS: (Professional).—Last Fight at Bosworth, A. Opie, Falmouth, first bronze medal:—(Amateur).—Dutch School-mistress and the Bride, Miss Greenway, Exeter, class 3; Two Drawings, Miss Fanny Tresahar, Truro, second medal.—PEN AND INK.—Homer's Head, Mr. H. F. Cunningham, Falmouth, second silver medal; Landscape, Miss Pocock, Bristol, class 1; Threading the Needle, Mr. Richard Fayer, Truro, class 4.

SPECIMEN OF PENMANSHIP:—H. Gundry, Helston, first bronze medal.—LANDER PRIZE:—Discoveries in the Arctic Regions, Edward Fox, Falmouth, 20s.—CHARTS, MAPS, AND PLANS: Chart of L'Espeir's track, during a succession of three voyages for years, and a plan of L'Espeir's track, Mr. S. Whetter, master's assistant of that vessel. First bronze medal:—section of Fowey Consols Mine and Grounds, with plan of ditto. B. Brokenshire, Fowey Consols, first bronze medal:—plan of Bradford manor. Philip Sanderecock, North Hill, class 1.—Hammersmith Suspension Bridge. J. W. Barnecock, Falmouth, class 1.

NAVAL ARCHITECTURE:—Model of Pandora. Edward Peters, Falmouth. Second bronze medal; Model of the Victory. John Ledan, cook of H. M. S. Astrea.

NATURAL HISTORY:—Plants illustrating economic Botany. Miss A. M. Fox, Falmouth. Second class;—Cabinet of Shells. Mrs. Boyter, Helford. Third class;—Herbarium. C. A. Johns, Helston. Second class;—Herbarium. Emma Sutton, Falmouth. Third class.

MISCELLANEOUS:—Models of Dungertha Monument and Treverthy stone. Miss F. Allen Liskard. Fourth class;—New Tourists' Guide through Cornwall. Miss A. M. Fox, Falmouth. Fourth class;—Model of a fancy Cottage. Benjamin Bosanco, Falmouth, small prize.

ARTICLES FROM SCHOOLS:—Oil Painting. Holy Family. Miss Octavia Mary Carlyn, Truro. Second bronze medal; ten landscapes, body colours. Joseph Wheatley, Falmouth. Class 4;—Descent of the Holy Ghost, water colours. Miss O. M. Carlyn, Truro. Class 4;—Holy Family, (Pencil). Miss O. M. Carlyn, Truro. Class 3;—Seven wood engravings, (Pencil). Class 3;—Map and Statistics of China. E. B. Hamley, Bodmin. Class 3;—Map of Palestine. Samuel Harris, Truro. Class 4;—Ottoman Rug-work. Emily Krabbe, Falmouth. Class 4;—Urn-rug. Miss Courtis, Falmouth. Class 4;—Fire-screen. Miss E. Knabbe, Falmouth. Class 4;—Embroidered Muslin. Hannah Moore, Truro Vein. Class 4;—Bread-work. Elizabeth Dark, Truro. Class 4;—Basket of Fancy work. Iva Jennings, Falmouth. Class 3;—Sampler. H. J. Cross, Falmouth. Class 3.

FANCY WORK:—Knitted Cap. Edith Carkeet, Falmouth. Class 1;—ditto.—Miss Ridley, Helford. Class 4;—Embroidered Cambric. Mrs. Cornelius. Class 3;—Embroidered Muslin. Miss Wotton, Truro. Class 8;—Embroidered Berlin Wool. Miss James, Helston. Class 2;—Embroidered Silk. Miss Julia Stevens, Truro. Class 3;—Embroidered Worsted. Mrs. Cope, Summer-lan-is. Class 3;—Fancy-work Bazaar. Miss A. Bate, Truro. Class 3;—Rice Flower-screen. Miss Wotton, Truro. Class 3;—Painted Glass Lamp. Miss Stevens, Truro. Class 1;—Crape Flowers. Mrs. R. Devonshire, Truro. Class 4;—Wax Fruit. Mrs. Wheatley, Falmouth. Class 3;—Rush-work Pagoda. Mrs. Jane Boyten, Helford. Class 4;—Patch-work. Elizabeth Reed, Falmouth. Class 3;—Fish Scales. (flowers) Miss H. Morrell, Mylor. Class 2;—Japaunung. (amateurs) Miss Julia Stevens, Truro. Class 2;—Ditto. Mrs. Seymour, Penryn. Class 3.

The CHAIRMAN said, it must be very gratifying to them to find that so many things that had been submitted to them had been judged worthy of the premiums awarded; and they must all feel pleased at having the opportunity of joining with him, when he proposed their thanks to the ladies and gentlemen who had taken the trouble to examine those things that had been submitted to them. He was now going to call upon Mr. R. W. Fox, to read to them a communication which he had received, and which he (the chairman) deemed of very great importance. Mr. Fox was not only an honour to this county, but to all England; and he believed that all England felt him to be so. He would only add, of what all present were aware, that it was to two young ladies in his family that they were indebted for the establishment of this excellent institution.

Mr. R. W. Fox, then addressed the meeting. He said he had received that morning a paper "On the Hot-blast and Anthracite in the Smelting of Iron," from J. T. Price, Esq., of Neath Abbey, Wales, which, with their permission, he would read. He then read the letter, of which the following are extracts:—

"Our experiment at Neath Abbey has shown that by combining a portion of bituminous coal, coke in ovens with a portion of anthracite, twenty cwt. of cast-iron may be made by thirty-three cwt., three-fourths of the former, one-fourth of the latter.—The iron made by using the hot-blast is generally more tender, more lead-like, and more easily broken, than when coke or bituminous coal only is employed. By the use of the anthracite in the proportion stated, and also without any mixture of bituminous coal, it is materially stronger, and I should say better, and really more valuable as a marketable article, and for the uses to which it is applicable. Our experiments are only commenced; I am, therefore, not prepared to state more than very general results. When complete success had attended the use of the quarter part anthracite with three-quarter parts of bituminous coke, we put on the furnace half of each. The result was, that the charge checked the make of 1.0 on one half nearly—forty charges of ironstone, coal, and coke in twelve hours were reduced to twenty by it, and consequently the yield of iron proportionately. However, we quickly returned to the quarter anthracite, and three-quarter coke." The letter went on to state that the advantages already obtained were a diminished consumption of fuel, and an improved quality of iron. The precise degree of improvement could only be generally stated at present. "I transmit a specimen of anthracite iron, made at Neath Abbey; I call it anthracite iron, because it was enriched and its nature strengthened, by a mixture of about a quarter part of anthracite, or stone-coal with three parts of coke, made in ovens from bituminous coal. Before I close, permit me to offer through your society, a premium of ten guineas, for the best experiments, on the strength and tenacity of anthracite cast-iron, first and second fusion, distinguishing the proportion of each kind of coal used, as compared with the strength and tenacity of Welsh, Scotch, and English cast-iron of parallel quantities, first and second fusion, made with ordinary coal or coke, to be accompanied by a well-attested statement of the proportion of coal, anthracite, or stone-coal, and of the kinds of mine ore and flux used in the manufacture of each."

Mr. Fox then stated an interesting fact, mentioned to him by a gentleman from the Brazils, who had been engaged extensively in mining, that the veins there, as here, run north and south, exemplifying the magnetic power and the magnetic meridian. He said it might be remembered, that he, last year, exhibited some specimens of copper ore, which had been altered by long-continued electrical action. He now produced to the Society some specimens of clay, in which veins and insulated portions of copper had been formed by the same agency. They were formed in masses of clay, separating the copper ore from the zinc, in the manner which he had heretofore described, and in which the electric action had long continued. He had also to lay before the meeting some clay which, by means of the same agency, had assumed the laminated appearance of clay slate. It was not a little gratifying to him to present to the society such strong evidence in favour of those views, and which appeared to him to be no longer questionable, at least as regarded the *laminae* of clay slate, and other rocks of a corresponding structure; and he thought it not improbable, that similar evidence might ere long be obtained, that the asymmetrical joints of rocks are due to similar agency. Thus, it appeared, he said, that the structure of rocks had a direct tendency to confirm the theory which he had endeavoured to put forth relative to the formation of mineral veins: and the facts which from time to time had come under his notice, had tended more and more to satisfy him of the influential agency of electricity in their production. Indeed, he believed, that the structural and relative characters and qualities of coal-beds were also connected with chemical action.

Mr. HENWOOD wished to know what time would be fixed upon for the discussion of the subject communicated upon by Mr. Fox, from whose opinions and theory he entirely dissented, which was settled for Friday.

JOHN TAYLOR, Esq., then rose and said, that he, like the chairman, had felt very great pleasure in coming to Cornwall to visit this exhibition. Though, perhaps, what they had seen in this room to-day hardly rivalled the exhibition of former years, yet there were some very beautiful things exhibited. There was the needle deflector, and several other articles, not to mention the sun-dial, by Mr. Wilton, on the table before him, of exquisite workmanship. They might recollect that a few years ago they could not get a dial in Cornwall, and that even a common miner's dial that required the slightest repair was obliged to be sent to London. The dividing instrument (the engine for graduating mathematical instruments) which stood below, Mr. Jordan had, been so good as to explain to him, and it could not but cause the greatest admiration, both for the simplicity of its construction and the justness of its parts. If they once saw the introduction of perfect measures of this kind, what might it not lead to? What had it not led to in the steam-engine? Perhaps the power and utility of the steam-engine had not been obtained by any particular invention, but by the accuracy of its parts, and by the admirable fitness of one part to another. Mr. Taylor then alluded to the advantages of the turning-lathe over the old plan, in giving perfectly smooth cylinders—a most material object in this county—and proceeded to remark, that among the mechanical inventions that he had been desired to notice, were those for the very important object of diminishing the labour of going to the bottom and ascending from the mines. He would impress upon the miners, and others concerned in mines, the positive money lost in the waste of strength required in ascending a mine. Those practical men who had looked at the subject, knew that there was an actual amount of labour—amounting to a very large per centage on the power of the men—lost in climbing the mines. It was the interest of those connected with mines to do everything in their power to prevent this loss, and he hoped that the time would not be long before some of these expedients were tried in some of their deep mines, and the physical strength of the miners saved. Another subject had occurred to him, and it was one that was looked to by a very influential body of scientific men in other counties—he alluded to the statistics of two very important branches of their national history—the mines and fisheries of Cornwall. He thought that they had had some few statistical details from Mr. Couch, of St. Austell; a very valuable paper on the diseases of miners, by Dr. Carlyn; and, on the same subject, the tables of longevity, by Mr. Lanyon. At a scientific meeting that he lately attended, it had been discussed whether statistics were a branch of science. How their committee would decide upon that question he was not aware, but he would just throw out the suggestion, whether a great deal of valuable information, with very little labour, might not be obtained. He was encouraged to do this, by knowing that the Statistical Society of London was very anxious to get the statistics of mines; and he was quite sure that any information that might be obtained here would be published by them, and would be of great value. Now, if any thing could be done by co-operation, it was statistical work. One man might do a great deal even in this, but a number of men might do a great deal more. He would not only have the facts relating to the health of the miners and their longevity, but their outward condition in this world. There was one thing that had struck his attention. Many of the miners in Cornwall, and many of those in Derbyshire, had one thing in common—they had small estates, and in these districts they were the best informed. They had very accurate returns of the quantities of ore obtained, owing to their excellent society. If they had a return of the miles of cordage used, or the number of pounds of gunpowder and other things, these would be interesting facts. These were facts which many young men possessed a power of giving, and these perhaps would form a set of tables, which would be of value hereafter to the legislature as well as to the merchant. He would not detain them longer than just to make one remark upon the strength of iron made with hot-blast. The British Association had just voted the handsome sum of 150l. for the prosecution of this object, and for the prosecution of works of science, that Association, at its late meeting at Liverpool, had voted above 3000l.

The CHAIRMAN then announced that a premium of ten guineas had been offered by J. T. Price, Esq., of Neath Abbey, "for the best set of experiments on the strength and tenacity of anthracite and anthracite cast-iron, first and second fusion; distinguishing the proportion of each kind of coal used, as compared with the strength and tenacity of Welsh, Scotch, and English cast-iron of parallel quantities, of the first and second fusion, made with ordinary coal or coke; to be accompanied with well-attested statements of the proportion of coal anthracite (or stone coal), and of the kinds of mine coal and flux used in the manufacture of each."

W. T. PRAED, Esq., offered a premium of 10l. for some purpose, which he left to the committee to decide upon, "that might be beneficial to the mining interest."

Captain JENKINS, of Ammas, offered two premiums, the first of 10l., for the best essay on the several descriptions of fishing-boats used on the coasts of Cornwall and in the Scilly Islands, with particular advertence to their manageableness and capacity, and their good qualities under oar and sail; their adaptation, particularly as to safety, to their respective fisheries, with a comparison of our fishing-boats, with those of any other coasts in Great Britain or elsewhere, and suggestion for their engagement with draughts. The second premium of 5l. for the best model and working plan of a fishing-boat, or for either, on an improved construction.—The gallant captain, in his letter to the president, says, that "the present condition of our fisheries, and the means of improving them," shall form the subject of a like premium next year.

HENRY ENGLISH, Esq., proprietor and editor of the *Mining Journal*, a prize of 5l. to be appropriated to the best paper on a subject intimately connected with mining, the choice of which is left to the committee, or they may apply the premium in such other manner as they may deem fit.

A premium of five guineas was offered by John Taylor, Esq., to be added to the prize which may be offered by the society, for the best mechanical object or improvement.

J. H. TREMAYNE, Esq., said he would continue his premium for the raising of miners. The Rev. Canon Rogers, and G. Croker Fox, Esq., announced their intention of continuing their premiums, which are already detailed.

The premium of three guineas, offered by J. Taylor, Esq., for an account of the quantities of water supplied to the boilers, &c., (as already given) was increased by that gentleman to five guineas.

Sir CHARLES LEMON, Bart., M.P., briefly proposed the election of Snow Harris, Esq., as an honorary member. The motion was seconded by J. Taylor, Esq., and carried *unanimously*.

Mr. HARRIS said, he was not at all prepared for the honour they had conferred upon him. He had heard a great deal before of the Polytechnic Society, but it very far exceeded what he had heard, and he should hereafter do what he could to further the objects of this society. He was sure that a society of this kind must drag forth from obscurity many of the most talented inventions that were to be found in this or any other country. The beautiful models that they saw there to-day, the dividing instrument and several other things the produce of Mr. Jordan, made it desirable to get him away to Plymouth. But on the other hand, the loss that such a removal would be to Cornwall, must make him forego his wish, however strong that inclination might be. He wished he could express the gratitude he felt; he would endeavour to show his gratitude by doing all he could, in every possible way, to promote the interests and objects of this society.

The CHAIRMAN then proposed in terms of the warmest eulogy, and as the father of science, to whom he (Mr. Gilbert) was indebted for being raised from his obscurity, that J. Hawkins, Esq., should be admitted as honorary member. The proposition was carried with enthusiasm.

Mr. HAWKINS said, he found that he wanted words to express the great honour they had done him. He was extremely affected by what had been said by his friend, the chairman. He had long watched his value and his assiduity, and he always considered it one of the greatest honours of his life to be acquainted with him. His rising had been gradual, but he foretold what would be the end. He felt extremely obliged to the society for the honour they had done him, but he could not conclude without one observation as to the subject of the miners, which had been started that day. It was the one prominent subject which ought to engross their attention. He thought it was the most interesting that could be stated at the present moment. It was extremely desirable, now the mines were so deep, that something should be done for the health of the miners, which was extremely bad. Their lives were very short, and they perished before them. The subject of the depth of the mines was one, the air which they breathed was another, and the temperature was another; all these things ought to be treated separately. He thought the subject, as a whole, ought to be taken up, and that the best way

LONDON AND BIRMINGHAM RAILWAY.

The line of this railway (which has for some time been opened to Box-moor) was opened for public convenience on Monday last to Tring, in Hertfordshire. The line of road now in perfect order for the trains exceeds thirty-two miles, passing through part of Middlesex into Hertfordshire, having on the left hand Harrow, Pinner, Rickmansworth, Two Waters, Berkhamstead, Edgware, and Tring; and on the right hand, Stanmore, Watford, and Hemel Hempstead. The views on both sides of the road are very pleasant, the country being diversified by hill and dale, meadows, corn fields, and woody districts, and intersected by the Birmingham Canal and many rivulets. The line of road, as far as it at present extends, passes by means of tunnelling beneath the earth at four places. The first tunnel, at Primrose-hill, is nearly a mile in length. This is, with the other three tunnels, free from any atmospheric oppression, but two of them, from their great length, are at present, completely dark within. The second tunnel is at Kensal-green; it is a quarter of a mile in length. The tunnel at Watford appears to be in length about the same as that at Primrose-hill. The fourth, which is at Northwick, is a very short one. The line in some places runs on a road even with the surrounding fields, at others it is carried along upon a bank of very considerable height, and commands a view over a great extent of country; and at other places it is between steep and almost precipitous trenches of chalk, which shut out all prospect; this is the case more particularly as it approaches its present terminus, about a mile on the right-hand of the town of Tring. The upper strata of the chalk at this part are particularly rocky, and the labour of digging has been proportionably great; lower down from the surface it is softer. The arches of the tunnels, the bridges, and viaducts which in many places cross the railway, the station-houses, and the various buildings connected with the undertaking, are all built with a view to durability; they all exhibit as much taste as could be displayed in such erections, consistently with the strength and massiveness which are peculiarly necessary. The apartments, the offices, and the arrangements for the accommodation of the directors, clerks of the establishment, and for the public, at the principal station, at the north side of Euston-square, are admirably adapted to answer the ends intended. Every thing appears to have been attended to with the most minute diligence to meet the wants of all. The carriages, which are divided into different classes, and for seats in which different prices are demanded, have been so constructed as to afford superior accommodation to the rich, and yet to afford comfort and satisfaction to all classes of travellers. It is contemplated that by Christmas next the line will have reached Denbigh-hall, which is seventeen miles beyond Tring; a great deal of this portion of the road is already in a state very near completion. From Denbigh-hall to Rugby is thirty-five miles, and the line from Birmingham to Rugby is in a state of rapid progress. By the early part of next spring there will be little to finish beyond the thirty-five miles between Rugby and Denbigh-hall, and it may therefore be fairly concluded that by this time twelvemonth the whole line from London to Birmingham will be finished. On Saturday morning the train, consisting of about a dozen carriages, drawn by a steam-engine of thirty-horse power, and conveying about forty persons, the directors and their friends, the whole under the arrangement of Mr. Creed, the secretary, started from the Euston station. At nine o'clock, every thing being in readiness, they left the Camden-town station, and reached Tring at eight minutes past ten, performing a distance of thirty-one and a half miles in an hour and eight minutes. There was no stoppage whatever on the road. The labourers and country people were clustered together in many different places to behold this extraordinary rapidity of transition, and hailed the success of it with acclamations. The train returned about twelve o'clock from Tring. It was delayed on the road several times by the earth-waggons and other similar obstacles, and reached Euston-square station a little before two o'clock. There was not the slightest accident; indeed every thing was managed with great attention to render the journey secure.

THE LIVERPOOL AND BIRMINGHAM GRAND JUNCTION RAILWAY.

In reply to various attacks which have been made upon the management of the Grand Junction Railway in different newspapers, the following apparently authorised vindication has appeared in a contemporary:—"The Grand Junction Railway, exclusive of its merits as a work unequalled in extent and utility, has solid and tangible claims to the kindly consideration of Birmingham. We need not point to the pecuniary advantages that have already resulted to the town from its opening—to the crowds of strangers that it has attracted hither—and that, too, at a period when, from the unexampled pressure on trade, retail as well as wholesale, an influx of trade, however trifling, was to be received with gratitude. Had inquiry on the subject been instituted, it would have at once been found that the reports circulated in the metropolis to the injury of the railway were in nearly every instance groundless; that the statements made had seldom any foundation except in the misinformation of the writer; that instead of any imputation of reissuance, the directors had in reality received, both from the public and the shareholders, the highest commendations. Since the railway has been opened—no farther back than July—some fifty thousand individuals have been conveyed, the greater part the entire length of the line, in a manner altogether unexampled for convenience, cheapness, and expedition. There have been, on a few occasions—a very few—an accidental delay. Still, taking the whole of these into account, the journey from Birmingham to Liverpool has, on an average of trips, fallen short of five hours. If the directors have been guilty of an error, it goes to this extent, no more—that they calculated the journey at four hours and a half, to which, there is no doubt, it will very soon be reduced. As to the paucity of engines, before that is made a ground of inculpation, it would be well to estimate the difficulty with which a supply of engines is procurable. In Birmingham, the spot where the steam-engine originated, there is not a single company or individual competent to the making of a locomotive. It is said the company ought not to have opened the railway until every point and particular was completed. Who says so? The public? Do they count for nothing the high benefit of such an undertaking, whether for pleasure or business, that they would have willingly consented to forego it for another six months, and that without the smallest ground of expedience or necessity? Nothing need be said of the thousands that the opening of the railway has added to the funds of the shareholders, though even that circumstance enhances the value of the opening, inasmuch as it will enable the directors to execute improvements which otherwise they might not have ventured upon."—*Aris's Birmingham Gazette*.

TAFF VALE RAILWAY.—An inquisition was held at the Angel Inn, in the town of Cardiff, on Thursday last, before the Sheriff of this county and a respectable jury, for the purpose of assessing the value of some premises required for the railway. The first case was that of five houses, gardens, and yards, at Newbridge, the property of Mr. John Williams, which he had valued to the company at the rate of 1100*l*. Mr. Williams had been offered by the company at the rate of 500*l* for it. After hearing witnesses on both sides, the jury assessed the value at 420*l*. The next case related to some coppice wood, the property of W. Wills, Esq. For this property, the company had tendered 100*l*, which was refused, and the jury assessed the value at 90*l*. In consequence of the amount awarded being less than the sum offered, the party will, under the Railway Act, be liable to pay half the costs of the inquisition, witnesses, &c.

LONDON AND GREENWICH RAILWAY.—We cannot but regret, in common with all who avail themselves of this splendid mode of conveyance to and from the metropolis, to observe the present managers indulging in a petty system of annoyance towards the man without whom this important fabric had never been heard of; or if heard of, would have shared the fate of so many other railways that have been abandoned for want of the energies and sacrifices of some one individual. We understand that the gentleman to whom we allude has been compelled, by order of the board, to pay sixpence for his passage, as if he were a stranger. We can scarcely believe but there must be some mistake about it. The removal of his name from the engine, which had been put on by the workmen, as a mark of respect, was also (to say the least) a paltry step for a body of gentlemen, appointed to so important a trust. It would be far more to the advantage of the shareholders and the town, if, instead of racking their brains for methods of persecuting an individual, they were attending to the finishing of the railway. Their apathy, or want of knowledge to proceed, exceeds all belief. —*Greenwich Gazette*.

AMERICA.—The two Americas do not produce a single beast, nor the southern part of that continent, a rose.

MAGNITUDE OF COMETS.

The magnitude of comets is very various. Some are not larger than our moon; some three times the size of the earth. Multitudes have no tails at all; the length of some tails amounts to 80,000,000 miles. The rarity of their circulating medium must be extreme, since stars are visible through these tails, and the comet of 1770 swept among the moons of Jupiter without causing derangement. A faint idea may be obtained of the diversity in the sizes and orbits of comets from what follows. The smallest known comets are those of Encke, the period of whose orbit comprises 1207 days, and that of Bela, accomplished in about six years and a half. During the present period the respective series of both of their orbits, according to the foregoing hypotheses, incline towards the sun. The first by the acceleration of one day, and the last by the acceleration of two days in each return. Both these comets are without tails, and so small as scarcely to be visible without glasses. Let us now consider the comet of 1774. The diameter of its nucleus nearly equalled that of Jupiter, and its tail extended forty degrees from its body, remaining visible long after that was under the horizon, and extending towards the zenith above eighty degrees, for two hours before the sun became visible in a morning. The comet of 1680 is the most remarkable on record. The comet was visible four months. Its tail was of a most enormous length, extending over a space in the heavens nearly equal to one-fifth of their entire circumference. It descended from the upper regions of space almost perpendicularly, and having passed round the sun, within 147,000 miles of his surface, reascended. It travelled at the rate of 880,000 miles an hour! During the above solar proximity, this comet must have been exposed to a heat sufficient to have converted all terrestrial substances into vapour; the sun's disc, as then viewed from it, extending from the zenith to the horizon. The furthest point of distance from the sun, in the orbit of this comet, as determined by Dr. Halley, amounts to 11,200,000,000 miles, and the period of its return to 575 years. It is calculated that, from the remotest distance of its orbit, the sun, as beheld from the comet, would appear no larger than half the diameter exhibited by Mars. Astronomers have calculated that one of the returns towards the sun of this comet must have taken place about the period of the deluge.—*Burton's Astronomical Sketches*.

SMELTING IRON WITH ANTHRACITE.

We extract the following notice of Mr. Crane's process from the *Cambridge*:—"We have the satisfaction of calling the attention of our readers to the paper read by our neighbour, Mr. Crane, at the meeting of the British Association for the advancement of Science, held at Liverpool last month, upon the subject of smelting iron ore with anthracite, or stone coal. This communication is of the highest importance to the neighbouring district, which abounds with coal, iron ore, and limestone—the three materials used in the process, and lying contiguous to each other. The discovery will mark a new era in the history of the manufacture of iron. Various experiments, from time to time, and at great expense, have been made by scientific gentlemen in this very neighbourhood, to smelt iron mine with stone coal, who obtained patents for the same, but they all failed upon practical application; and it was reserved to Mr. Crane, after long and expensive experiments and trials, to obtain the desired result. What renders the discovery so valuable is, that iron of a peculiar quality is made at much less expense than by the coke furnaces hitherto in use at the Ynisciedwin Works, and which will, in a short time, amply remunerate the patentee for all the expensive preliminary experiments and trouble he has been at in bringing it to perfection. We had the pleasure last week of seeing the whole process at the Ynisciedwin Works, and as far as we could judge, the practicability of smelting iron ore with stone coal is now indisputably established. The patent iron appeared to us to be much firmer in its texture than the castings from the coke furnaces, and therefore better adapted for castings where strength and durability are required; while the large quantity of carbon imparted to the metal by the anthracite coal in the process of smelting, advances it a stage for conversion into steel. We understand that Mr. Crane has taken out patents for his discovery, for this country, France, Austria, Sardinia, and America; and we congratulate him upon the successful result of his indefatigable and scientific experiments, and the certain prospect of a rich reward for his labours."

RAILWAY SHARES.—Two actions were tried on Friday week before Sir Charles Wetherell, the Recorder, involving questions respecting the sale of railway shares. The first cause, "England v. Seaton," was to recover the difference in value of certain Great Western Railway shares, which the plaintiff had contracted to take off the defendant's hands on indemnity from him, and in which a verdict was taken by consent for 100*l*. The second action, "Lawrence v. Biggs," was to recover back 21*l*. 7*s*. 6*d*. paid for Bristol and Gloucester Railway shares, in which a verdict was given for the defendant under the direction of the learned Recorder, who, during the whole progress of the case, had expressed an opinion that the plaintiff could not recover, on the ground of the defendant being his authorized agent for the purchase of those shares, and effected the purchase in pursuance of his instructions. Verdicts were taken in two undevoted cases, when the Court adjourned, having been occupied from ten o'clock in the morning till six in the evening.—*Bristol Mirror*.

CAUTION TO RAILWAY PASSENGERS.—Daily experience establishes the fact that the great bulk of the accidents which occur on railways happen through the carelessness or reckless daring of the passengers. An instance of this fool-hardy intrepidity took place on Saturday week, at the station in Lime-street. A person named Smith, who had been employed by the Liverpool and Manchester Company in the capacity of coachmaker, was anxious to proceed to Warrington. The train had just started, and, although cautioned to keep back, he ran up the tunnel, and laid hold of the door-handle of one of the carriages in order to get in. In making the attempt, the train happened unfortunately to pass over his foot; he fell back, and assistance being procured, was conveyed to the Infirmary. The contusion of the foot, accompanied by a fracture of two of the bones, produced gangrene, of which the unfortunate man died the following day. We trust that this fatal catastrophe will not be without its effect in deterring persons from following the system by which the poor fellow in question lost his life.

RAILWAY ACCIDENT.—The trains which usually arrive at Stafford from Liverpool at a quarter before six, a quarter past eight, and a quarter before ten, have twice arrived together, having been detained by accidents. Two trains were delayed on Wednesday night by several carriages being thrown off the line at Worston, near Bridgford, about five miles from Stafford, owing to their coming in contact with several cows which had gone upon the railway out of an adjoining pasture. The cows had strayed on the line, and the eight o'clock up train went over three of them, killing them instantaneously, the head of one of them being cut completely off, and the others dreadfully mangled. The first and the two last carriages were thrown off the rails by the concussion; and the engine had to run to Stafford for assistance, to replace the carriages. The eight o'clock down train experienced a similar disaster about half a mile from the same spot. A fourth stray cow being on that line of rails was run over and killed, and four carriages were thereby jerked off. We are happy to state that none of the passengers were injured; and when the carriages were got upon the rail again, the trains proceeded on their route.—*Shrewsbury Chronicle*.

DREADFUL ACCIDENT.—Explosion of a Steam-Engine.—A few days since an accident of a most serious nature occurred at Mr. Bloomfield's extensive factory for cutlery, in Charles-street, Drury lane, London. Just as the men were about to leave for dinner, one named Michael Houghton, who had been at work at a stone to which a steam-engine was attached of eight horse power, as he was quitting "the horse" he had been sitting upon, the engine suddenly exploded with a terrific noise, splitting the stone upon which he had been working into a thousand pieces. The stone was four cw.; several portions of it struck poor Houghton in the face and several parts of his body, so that on assistance being procured, he was scarcely to be recognised, being so horribly mutilated. His jaw was splintered in such a manner that small portions of it and several of his teeth were forced into his cheek. He was immediately conveyed to St. Bartholomew's Hospital, where he remains in a very precarious state.

ACCIDENT.—On Monday last, three men were excavating in the Clay Cross tunnel, and during their labours a quantity of earth fell from the roof, and buried one of them. On his being extricated from his perilous situation, it was found that the back part of his head was most dreadfully lacerated, and medical aid was obliged to be called in. He is now recovering, going on favourably.

would be to call upon the society for the purpose. Above all, a general subscription throughout the county ought to be raised to promote that object, and he thought there would be no difficulty in getting a good subscription if every gentleman felt the same zeal in the matter as he did.

Rev. J. PUNNETT said, that the subject of medical-mining statistics had been already introduced to the meeting. It was a subject to which he had given much attention, and it would probably be the province of the Polytechnic Society to put forth some inquiries on this point in the ensuing year; and as there were a great many working gentlemen connected with the mines present, he hoped that they would furnish such information as would enable the society to put forth collected and tabular results. It was quite impossible for the society to do anything collectively on this point, unless gentlemen who had the power would also show the will to contribute such information as should be necessary.

The CHAIRMAN then stated, that about 200*l*. more would be wanted to enable the society to erect a gallery, and subscriptions would be entered into to effect that object.

Sir C. LEMON then moved a vote of thanks to the chairman, which was seconded by J. Carne, Esq.

The CHAIRMAN briefly returned thanks, and the first day's meeting broke up.

At four o'clock about fifty gentlemen sat down to an excellent dinner at Pearce's Hotel. Davies Gilbert, Esq. presided, and was supported on his right by W. Snow Harris, Esq., and J. Taylor, Esq., and on his left by E. W. W. Pendarves, Esq., M. P., and G. C. Fox, Esq., R. Taylor, Esq., acted as vice-president. After the health of her Majesty had been drunk, a variety of toasts suitable to the occasion were given from the chair, and several excellent speeches were made by Messrs. Pendarves, J. Taylor, J. Carne, W. S. Harris, G. C. Fox, the chairman, and other gentlemen.

LIVERPOOL LITERARY AND SCIENTIFIC INSTITUTION.

The half-yearly meeting of this institution took place on Friday evening, the 13th inst., in the Music-hall, Bold-street. The proceedings were announced to take place at seven o'clock, at which hour a large assemblage of ladies and gentlemen were present. From some cause, the chair was not taken until nearly eight o'clock. The entrance of Lord Sandon was hailed by the meeting with considerable applause. Shortly after the proceedings had commenced, Mr. Cresswell made his appearance on the platform, and was received with cheering. On the motion of Mr. Adam Hodgson, Lord Sandon was called to the chair. The noble chairman, on taking his place, dwelt on the pleasures and advantages of science, and eulogized the society over which he had the honour to preside, as eminently calculated to impart those pleasures to, and confer those advantages on, the youthful members. Mr. R. Cox, the secretary, then read the half-yearly report of the institution. The institution, we regret to perceive, is burthened with a debt, incurred at its commencement, of 100*l*. The meeting was then addressed, in appropriate speeches, by C. Horsfall, Esq., W. W. Currie, Esq., C. Cresswell, Esq., M. P., G. Holt, Esq., Dr. Jeffreys, the Rev. A. Campbell, (who said education should be founded on the doctrines and precepts of the Bible,) Mr. Barlow, Mr. Alfred Radcliffe, Mr. Lewin, and other gentlemen. Mr. Lewin spoke in flattering terms of Mr. Cox, the secretary. A vote of thanks was then proposed to the chairman, who expressed his acknowledgments in a suitable speech, and the meeting separated.

SWANSEA.

The town of Swansea is now receiving the benefit of a work that from its magnitude and importance deserves, as it must eventually do, to confer the most important advantages on the town. We allude to the formation of a floating harbour or dock. At a meeting of the commissioners of the harbour lately held at that town, H. H. Price, Esq., was appointed engineer, to carry out this work, and an unanimous determination was come to, to carry out the work at every risk, and with all possible expedition.

The importance of this undertaking is beyond every thing great. Already the town of Swansea is celebrated as the principal copper manufactory in the world, and the rapidly increasing prosperity of its coal trade will soon place it as one of the first export towns in the kingdom. The mineral district of this neighbourhood, celebrated as it is for its immense deposit of anthracite coal, is now developed in an extraordinary degree, and the recent application of the hot-blast to this description of coal in the manufacture of iron, will soon place it on a par with the most forward district in Europe, for the manufacture of this important article of our national wealth.

It is impossible to give any thing like an accurate notion of the results to be expected from this most useful undertaking. Should the West India trade be introduced into Swansea, as well as increased shipping to the American and Russian ports, it will pave the way for immense national advantages in the exchange of foreign commodities, for those of our home manufactures. In addition to the coal, copper, and iron trades, those of various chemical processes in the neighbourhood indicate a rapid advancement in the great commercial enterprise of the country, and the time is not far distant when it will be necessary to call in the assistance of the beautiful and safe roadstead of the Mumbles, for the excess of shipping in the floating basins of the present port.

A glance at the present condition of this great county will show the powerful capabilities of Glamorgan in elevating this portion of South Wales into competition with the most favoured commercial district. Cardiff, with its noble docks and magnificent shelter at Penarth, for all classes of shipping, forming the outlet to the great iron, coal, and tin districts of the Taff Vale and Merthyr Tydfil. Porthcawl and the new and useful harbour of port Talbot commanding the resources of the copper works of Talbach; the tin and iron works of Cwm Avon, and the coal and iron trade of Llangoid, and the vale of Llynfi to Cefncribbor; Neath with the improved inlet of Britonferry, teeming with the products of the copper, iron, and coal works of the valley of Cwm Neath; Swansea with the immense trade already alluded to; Llanelly with its new dock, and public railway, throwing open to enterprise and commerce the rich mineral district of the western portion of the Glamorganshire coal-field, all show that but few years will suffice to bring the shipping of the world to the beautiful channel of the Severn. We cannot conclude these few remarks without earnestly hoping that the noblemen and gentlemen interested in the welfare of the county, will not in the magnificence of their commercial career forget that the agricultural interest of Glamorgan also requires their fostering encouragement and support. The interest of the one is so intimately blended with the other, as to make the common welfare of both matter of anxious solicitude to all. There can be no greater pleasure to the noble Lord in whose care the county is placed, and to the gentlemen connected with the landed and commercial interest, than the sight of a great and important portion of the empire, forgetting the angry passions of temporary political contests in the sole anxiety to elevate itself in the great scale of moral and social improvement. If with the increase of industry and enterprise, we see the moral and intellectual condition of the people attended to—if with our new ports, docks, harbours, and railways, we see springing up literary and scientific institutions, a good system of national education and an attention to a proper tone of religious feeling, we cannot fail recalling to mind the bountiful dispensation of an over-ruling intelligence in placing so readily at our commands the means to bless our existence, and to enable us to be great, prosperous, and good.—*Merthyr Chronicle*.

MERTHYR LITERARY AND SCIENTIFIC INSTITUTION.—We are happy to announce that the Marquis of Bute has consented to become the patron of this institution, and has expressed the greatest interest in the ultimate welfare of the society. This fact will be received with the greatest satisfaction by all interested in the success of the institution, and will, we hope, be the means of inducing those gentlemen who have as yet held back, to come forward and aid in carrying out so meritorious a work.—*Merthyr Chronicle*.

SPECIMENS OF SCULPTURE.—In the report of the Parliamentary Committee on Arts and Manufactures, it is recommended that casts of the best specimens of sculpture be transmitted from the metropolis to other towns, at the lowest possible cost, in order to facilitate the formation of galleries at various institutions, and thereby disseminate good taste. This object has been opportunely advanced by the request of the French Government to ours, for permission to have the Elgin marbles cast for the benefit of their national exhibitions.

SHIP CANAL.—The expense of a ship canal from Clare to Ennis is estimated at 15,000*l*.

PUBLIC COMPANIES.

MEETINGS.

Grand Connection Railway	Oct. 24	12
Freston and Wyre Railway Company	25	12
Durham County Coal Company	25	12
Great Western Railway Company	27	11
Wheal Brothers Mining Company	30	11
Wheal Mary Consols Mining Company	31	11
Consolidated Copper Mines of Cobre	28	11
West Wheal Brothers Mining Company	28	11
Gas Light and Coke Company	30	12
British Alkali Company	30	12
Rhymney Iron Company	15	12

CALLS.

St. Hilary Mining Company	5s.	Oct. 21	Barnett, Hoare, and Co.
Wheal Gilbert Mining Company	5s.	24	Hore, London; Grylls, Redr.
Royal Polberou Mining Company	1s.	26	As former calls.
Wheal Brothers Mining Company	10s.	26	Vere, Sapte, and Co.
East Wheal Strawberry Company	10s.	30	Vere, Sapte, and Co.
Gwinear Mining Company	1s.	30	Barnett, Hoare, and Co.
Manchester and Leeds Railway	5s.	Nov. 3	Cunliffe and Co., London.
Cornwall Great United Mines	30s.	20	Masterman and Co.
Northern and Eastern Railway	2s.	Dec. 9	Masterman and Co.

DIVIDENDS.

Stanhope and Tyne Railway Company	5s.	Oct. 26
Droitwich Patent Salt Company	10s.	Nov. 3
Gloucestershire Banking Company	10s.	
Rock Life Assurance	5s.	
Alliance British & Foreign Life Assurance		

NOTICES TO CORRESPONDENTS.

From the letter and specification forwarded to us by Mr. Pickworth, it appears that the improved Paddle-Wheel noticed in our last Supplement, is an invention belonging to and patented by him. We willingly afford the real inventor this acknowledgment, although the paragraph referred to, being copied from an American paper, the statement complained of did not originate with us.

SHARE LIST.—Our list will undergo revision, we are free to admit many of the prices quoted are incorrect—we give the last prices at which business is done, which, however, is not a criterion of "present prices." We hope, by our proposed arrangements, to render this department of the MINING JOURNAL all that can be desired.

The letter of "A Cornishman" unfortunately arrived too late for insertion to-day, but shall receive attention next week.

THE MINING JOURNAL,
And Commercial Gazette.

LONDON, OCTOBER 21, 1837.

It will be in the recollection of our readers, that considerable interest was excited about three or four months ago, by the announcement of a new process for extracting gold from its ores, which had recently been put in practice in Russia, and by means of which a most extraordinary increase of produce of the precious metal was said to have been obtained. The process alluded to, was the substitution of smelting for the usual operations of washing, amalgamation, &c.; and, upon a subject which promised to be productive of such important results, we made copious remarks at the time, and received, as will be seen on reference to our Journal, some valuable communications from our correspondents.

But little has since transpired on the subject, as regards the application of this principle on the large scale—a circumstance easily accounted for by the delay which must always take place in the introduction of a new process requiring apparatus and erections peculiar to itself; and, in most cases, presenting difficulties which require some time to be satisfactorily surmounted. We are induced, however, to return to the subject, by a very interesting letter in our publication of last week, describing "the methods of extracting the precious metals as at present practised in various parts of Austria, Salzburg, the Tyrol," &c. It is the opinion of our correspondent that the smelting process "is a good one, and likely to be generally adopted, as vastly superior to all other modes yet discovered for extracting the gold from deposit ores." There is also another circumstance which he mentions, of considerable importance in our estimation, as, although it in great measure deprives the process of that novelty which was at first attributed to it, the confirmation of past experience is gained in the same proportion—thus affording, in our opinion, a much better chance of success than would exist in the case of a new and untried principle. It is, of course, well-known to all persons acquainted with metallurgical operations, that the process of smelting has long been used to a certain extent in the extraction of gold from its ores, or, more properly speaking, from its matrix or alloys; and our correspondent states, as the result of his own personal examination of the modes practised in the south of Europe, that the Russian process possesses great similarity; that it is, in fact, "nearly the same process" as is there employed.

These facts we consider it important to bring prominently into public notice, as placing the Russian method of operating on the precious metal in a proper point of view, and thus inducing more extensive trials and greater confidence in the results, than would be the case were it considered as an untried principle, or as merely experimental; whereas, in reality, the chief novelty appears to consist in the direct application of the smelting process to auriferous sands or deposit ores, instead of using it for the auriferous matter obtained from mineral veins by mining operations, and in conjunction with other processes.

The extraction of the precious metals from their ores is a subject of very great importance in this country, and one on which, from the circumstance of our not possessing any deposits of these metals ourselves, we possess but little information. We are, therefore, pleased to see the subject thus taken up by our correspondents, and to be able to concentrate in our columns all those particulars which may be attainable with regard to this process. A very considerable interest in gold mines is held by English capitalists, and these speculations have undoubtedly, in several cases, produced very encouraging results. The "Imperial Brazilian Company," although burdened by a contract of a most onerous description (which, should the Government of that country understand its real interest, will, without delay, be greatly modified), has hitherto been eminently successful in its operations. The "Brazilian Company" is proceeding under highly favourable circumstances, and is now laying open a mine which bids fair to realise all its expectations; while of a minor and more recent undertaking of the same company, report speaks favourably. The encouraging position of the "Candonga Mining Company," and their early declaration of a dividend, we had sometime since the satisfaction of noticing; and to all of these concerns, any improvement in the mode of extracting the gold from its accompanying minerals, must be a matter of the highest importance, as being the means of producing a larger profit, without requiring additional expenditure.

We need hardly observe on the peculiarities which distinguish the occurrence of the precious metals—the minutely disseminated state in which they are found—the vast quantity of worthless mineral substance from which it is necessary to separate them, and also the various combinations with other metals, which tend still further to embarrass the operations which are employed for their extraction. All these circumstances must be well-known to the parties interested—nor can a more interesting problem be proposed to the metallurgist, than that of extracting the greatest amount of the precious metal by methods the most simple and most economical. The difference in operating on substances so comparatively abundant as tin or copper, or so precious as gold, is immense; and the caution, the skill, and the refined modes of proceeding required in the latter case, cannot be too strongly impressed upon those whose early experience has been exclusively directed to the former substances.

We have before remarked on the absence of the precious metals in our own country—to understand the treatment and processes which they require, we must therefore look abroad, and more especially to those countries where this branch of mining has long been practised. This is eminently the case with Austria and the Tyrol—countries which annually afford a considerable produce of the precious metals from a class of ores, which, except by great economy, and by the most admirable refinement and adaptation of the processes employed, could not be worked with any advantage whatever, and which, therefore, offer us a most valuable and instructive lesson in this department of mining. We have only space, in conclusion, to direct attention to a letter which we have just received from Mr. PERCIVAL JOHNSON, containing a valuable suggestion with regard to the ordinary process for extracting gold by amalgamation.

We have this week the satisfaction of completing our report of the late meeting of the British Association at Liverpool, and hope that our endeavours to bring together, from so copious a mass, all those subjects which are likely to be interesting to our Mining friends, and to arrange them in a comprehensive and convenient form, has not been unattended with success, or with benefit to our readers.

There is one circumstance noticed in our columns of to-day, which, although but incidentally connected with the subject, ought not to be passed over in silence. The dreadful accident which occurred two or three months since at Workington, when by an irruption of the sea into a coal mine, twenty-seven persons lost their lives, must be still in the recollection of our readers. It appears that on this occasion a miner named BRENNAGH behaved with noble intrepidity, and, at the risk of his own life, succeeded in rescuing several of his companions. An appeal on behalf of this meritorious individual was made to the "Geological Section," by the learned and eloquent Professor SEDGWICK, and the sum of 34*l.* was collected and transmitted to him.

It will be recollected that we commented at the time in strong terms on the imprudent and culpable mismanagement, which appeared from the statements before us to have led to this calamity. No explanation tending to give a different colour to the affair has since reached us, and we find the same opinion which we then expressed is entertained by Professor SEDGWICK, who also remarks on the reckless and imprudent conduct of the parties having the management of the works.

THE FUNDS.

CITY, FRIDAY EVENING.

The Money Market continues to wear, upon the whole, a rather favourable appearance. Consols have slightly improved, closing at 92½ *q* money, and 92½ *q* for the account. The Three-and-a-Half per Cents. Reduced Annuities 92½ *q*, and the New Three-and-a-Half per Cents. 100½ *q*. Bank Stock 209½ *q* money. Exchequer Bills 49 51 premium, and India Bonds 50 53.

Portuguese New Bonds 36½ 37½; Three per Cent. ditto 24½. Spanish Active Bonds with May Coupons 20½; ex Coupons 19½. Belgian Bonds 104. Colombian 25½ *q*; Mexican Six per Cents. 27½; Peruvian 20½. Dutch Stock 53½ *q*; Old Fives 100½; and the New Loan 99½. United States Bank-post Notes for April 97½ *q*, and for June 96½.

The Share Market also has been more brisk, although business continues yet very limited.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 92½ *q*; Exchequer Bills, 49 51; East India Bonds, 51 53; Dutch Five per Cents., 100½ *q*; Ditto Two-and-a-Half per Cents., 53½ *q*; Portuguese Five per Cents. 36½ *q*; Ditto Three per Cents., 23½ *q*. Railways:—Brighton, ½ 1½ per share; Great Western, 9½ 10½ *q*; London and Birmingham, 50 52 *q* *pm.* New, 14½ 15½ *q*; Southampton, 18½ 17½ *q* *dis.*; New, 7 8 *q* *pm.*

LONDON, OCT. 20.—Copper continues steady. In Tin the stocks are very low, and the price is yet unsettled—some parties demanding 95*l.* for blocks. Lead is gradually on the upward move. Iron steady, with little doing. Spelter is again firm, and likely to go up again. In other metals no alteration.

REDRUTH, OCT. 19.—Average standard, 118*l.* 2s.—Average produce, 8.—Average price, 6*l.* 14s. 6d.—Quantity of ore, 1166.—Quantity of fine copper, 93 tons 17 cwt.—Amount of money, 7,875*l.* 7s. 6d.—Average standard of last sale, 118*l.* 3s.—Produce, 8.

MANCHESTER.—The improvement in the Liverpool cotton market, on Monday, did not produce much effect here yesterday, as the prices of yarn were generally tending downwards. There was, nevertheless, considerable inquiry, chiefly for the German and East India markets; but mostly at rates which the spinners were unwilling to accept. The market for goods, too, with the exception of one or two articles, continues in a depressed state. There was rather an improved demand for 27-inch printing cloths, the manufacture of which has been greatly diminished within the last few months.

BANK OF ENGLAND.—QUARTERLY AVERAGE OF THE WEEKLY LIABILITIES AND ASSETS, FROM JULY 25 TO OCT. 17, INCLUSIVE:—

LIABILITIES.	ASSETS.
Circulation	£18,716,000
Deposits	10,501,000
	£29,217,000
Securities	£25,316,000
Bullion	6,856,000
	£32,172,000

IRON TRADE.—At the late iron masters' meetings, the prices of iron remained the same as during the past quarter; the demand is, however, steady. The wages of the miners and others have been lately advanced 3d., and in some cases 6d. per day.

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of gold and silver coin from the port of London to foreign ports during the week, ending the 19th instant, is as under:—Gold coin to Rotterdam, 3350 oz.; silver ditto, to ditto, 2000 oz.; silver ditto, to Mauritius, 2655 oz.; silver ditto, to Madeira, 789 oz.

STEAM NAVIGATION.—In furtherance of the great object of steam navigation to India by the Red Sea, the East India Company are now loading with Welsh coal vessels of the largest size, at the Llanelly Company's new dock, in South Wales, for the depôts at Mocha and Bombay.

PROCEEDINGS OF PUBLIC COMPANIES.

WHEAL BROTHERS MINING COMPANY.

A special general meeting of the shareholders of this company was held at the White Hart Tavern, on Saturday, the 14th inst.

J. F. HARRISON, Esq., in the chair.

The secretary having read the advertisement convening the meeting, The CHAIRMAN submitted that they should take into consideration the advantage of further prosecuting the undertaking, or the expediency of abandoning it.

Mr. WORTH considered the property as having reverted to him, in consequence of the company's not employing a sufficient number of men to keep it in their possession—of this, however, he promised to take no advantage, provided the company would keep such a number of men on the mine as he might deem sufficient for its future working.

Mr. GARLAND inquired how many days were requisite to give notice of a meeting to the shareholders; they had only eight days notice of this, and he would in the first place wish to know if this were legal, or if they came to any resolutions, whether they would be valid and binding?

The SOLICITOR said, that not having a sufficient length of notice was the fault of the printer, and not of the directors; he thought the validity of their resolutions would depend upon their nature.

Mr. BOURDILLON observed that their acts could not be binding upon absent shareholders, since the meeting was not regularly convened.

Mr. SHREWSBURY advised that they should therefore change the subjects of discussion, and not come to any determinate resolution.

The SOLICITOR said the question was, What would be best to be done under existing circumstances?—He would advise that any determination come to at this meeting should be conveyed to the directors, in the form of a recommendation. At the last meeting it was the wish of the proprietors that Mr. Malachy should withdraw from the direction in Cornwall, which the directors had urged upon him.

Mr. SNELL hearing that Mr. Malachy was likely to retire, offered himself instead of that gentleman.

Mr. SHREWSBURY inquired if Mr. Worth had any just right to claim the property?

The SOLICITOR said he was not well acquainted with the Stannary laws, but he should certainly say that he had no right, and that he could not, indeed, take possession of the property.

Some correspondence between the directors and Mr. Malachy was read, in which the directors urged that gentleman to give up his office, as it appeared to be the general wish of the proprietors.

Mr. MALACHY refused to resign till the shareholders reimbursed him fully.

Mr. MURPHY asked if the directors had done anything in forfeiting the shares in arrear of payment on the last call of 1*l.*?

The CHAIRMAN said that the directors could not proceed to any measure, as there were only two who officiated, and the acts of two only could not be binding on the company. Mr. Heathorn refused to give his attendance at the board because he had not paid his call, which he said he would not do whilst Mr. Malachy was their agent in Cornwall.

Mr. BATLEY wished to know if the directors could proceed to forfeit those shares without notice of so doing?

Mr. MURPHY said the notice of forfeiture on those shares which were in arrear had been declared often enough; the directors had the power to forfeit them at once, and he would suggest that they should do it immediately, in common justice to those parties who had paid up.

Some conversation ensued upon the subject, and the meeting seemed agreed that nothing could be done till all the shares in arrear were forfeited, and the management in Cornwall changed.—The meeting also discussed the subjects of Mr. Malachy's letter; they said he ought now, according to his promise, to give up his management, the shares had all been paid upon but his own; this, as far as they were concerned, was a completion of the agreement, as he had said he would resign when all the shares had been paid upon.—It appeared, that in consequence of Mr. Malachy's not paying his amount of calls, they were not able to go on with their operations; some gentlemen proposed that there should be a subscription to keep the mine so far in work as to be clear of Mr. Worth, which should be repaid when circumstances permitted.

Mr. GARLAND suggested that the directors might assist them in this emergency, by advancing about 500*l.*—it would no doubt help them out of their difficulty.

Some desultory conversation ensued relative to Mr. Malachy, when it was resolved "That the directors should adopt such measures as under existing circumstances they might deem expedient."

STAR GRAVESEND STEAM PACKET COMPANY.

The annual meeting of the proprietors of the above company, was held at Gravesend, on Wednesday, the 18th inst. The rivalry of the Diamond Company, it appeared, had been the means of greatly increasing the expenditure and diminishing the receipts, and the report announced a deficiency of 4000*l.* This announcement was received with loud marks of disapprobation. It appears that the Mayor and Corporation of Gravesend have brought an action against the Star Company for the pier-dues, which now amount to 5000*l.* This claim arises from a local act, authorising the Mayor and Corporation to demand 1*d.* from every passenger landing or embarking at any part within the villages and parishes of Gravesend and Milton. The directors of the Star Company took their boats from the Town-pier to the Terrace-pier, in which they were interested, and the claim of the Corporation is resisted on the plea that the ground on which the Terrace-pier is erected is extra-parochial. A resolution was moved by Mr. G. F. Young, M.P., and carried unanimously, to the effect that the present state and future prospects of the company were far from satisfactory to the meeting, and that a full inquiry into the whole subject should be made by a committee, to be appointed by the meeting. A committee was accordingly appointed.

SEVERN NAVIGATION IMPROVEMENT COMPANY.

A meeting of shareholders in this important undertaking was held on Thursday, at the Guildhall, Worcester, to take into consideration some proposed alterations in the plans of the provisional committee. The meeting was numerously and most respectfully attended.

J. W. LEA, Esq., in the chair.

The CHAIRMAN stated, that the provisional committee, finding it impracticable, in the present unsettled and depressed state of the money market, to raise the sum necessary for accomplishing the alterations in the river upon a scale which would give twelve feet of water, and bring sea-borne vessels to Worcester, as originally contemplated, recommended that the improvement should be limited to a depth of six feet six inches to Worcester, and six feet to Stourport only. This recommendation having been adopted by the meeting, the formation of a new company for carrying it into effect was resolved upon, and 1200 shares towards the required capital immediately subscribed for.—Mr. Rhodes and Mr. Cubitt, the engineers, were present, and the latter pledged his reputation that the improvements so proposed could be executed for 150,000*l.*; and it was ultimately arranged that this amount of capital should be raised in 10,000 shares of 15*l.* each; deposit 2*l.* per share; the 4914 shares upon which 50s. had been paid, having credit for the 2*l.* deposit.

BIRMINGHAM TOWN AND DISTRICT BANKING COMPANY.

We understand that a special general meeting of the shareholders of this company will shortly be held, for the purpose of taking into consideration a resolution unanimously agreed to by the directors, of which the following is the substance:—That a reduction be made in the number of shares from 2500 to 1500; and that the privilege of holding shares be extended from 250 to 500. The capital will, consequently, be reduced from 500,000*l.* to 300,000*l.* It is considered by the board of directors that the interests of the bank will be essentially promoted by the proposed alteration.

BIRMINGHAM AND GLOUCESTER RAILWAY COMPANY.

An adjourned meeting of the shareholders of this company was held in the large room of Dee's Hotel, Liverpool, on Tuesday last, for the purpose of choosing directors for the ensuing year, discussing the propriety of fixing the chief office in Birmingham, and considering other important matters relative to the affairs of the company. The greatest unanimity prevailed amongst the shareholders assembled, and there is now every prospect that the works on the line will be begun and conducted with great vigour. A detailed report of the proceedings at the meeting will shortly appear.

ORIGINAL CORRESPONDENCE.

ON THE REDUCTION OF METALLIC ORES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The utility of your Journal in diffusing any information or hint likely to prove of service in the reduction of metallic ores, induces me to trespass on your columns with a few observations on amalgamation. The process, often and ably as it has been handled, has not been fully described in its action. Any chemist who knows or reads of the process adopted for the reduction of silver ores, by the old South American method (as it is called), can account for the decomposition of the materials used, and effect of the affinities which are the result; but one of the effects—the best occasioned by the alteration of such substances—seems to be lost sight of; and if artificially applied in the amalgamation of gold ores (where possible), would, I am convinced, be found to not only much expedite the process, but give a larger produce than by the ordinary methods adopted.

Some years back I recommended the reduction of a certain part and description of ore (now working in the Brazil, where the gold is so infinitely minute, that it will remain suspended in water for a considerable time) by amalgamation in hot-water; and I have proved, by experiment, that a considerably larger proportion may be obtained by this method than by any other, except smelting; the expense of which, from locality of situation, want of fuel, or smallness of produce, would not be advantageous.

The advantage of hot amalgamation (if I may so call it) must be twofold; the more ready subsidence of the gold, and consequent contact with the bulk of mercury, and the more ready fusion of the gold with the mercury; to prove which, it is only necessary to agitate very finely-ground ore (with the gold in the state of division alluded to) in boiling-water, and observe the effect of its gravity over that of the same experiment with cold-water; and to immerse an equal weight of gold or silver in cold mercury, and in mercury covered with boiling-water—the latter will be found to combine in about one-third less time than the former.

Should you consider these observations, on the reduction of other metallic ores, worthy of notice, I shall always be happy to comply with the request of your correspondents through your Journal.

I am, Sir, your obedient servant,

PERCIVAL N. JOHNSON.

Assay-office,
79, Hatton-garden, Oct. 19.

DARTMOOR CONSOLIDATED TIN MINES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I should feel obliged by you or some of your numerous correspondents informing me what has been done in the Dartmoor Consolidated Tin Mines. A call of 31. per share was made in July, 1836, since which I have not been able to ascertain anything satisfactory as to the proceedings of the company, nor am I aware that they have an office in London. Any information through the medium of your Journal will oblige one of the shareholders, at least, and an old subscriber.

I remain yours, &c.,

J. J.

LONDON GRAND JUNCTION RAILWAY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In your paper of last week appears a paragraph, of which the following is a copy:—"A contract has just been entered into for building a gallery on the London Grand Junction Railway, intended to pass under the Paddington Canal, which is to be diverted and carried over the gallery when built; the contract also includes the building of a suspension-bridge over the canal for foot passengers."

Now, it so happens, that no part of the Paddington Canal is nearer to the line of this railway than about a mile and a quarter, so that your statement, in this case is all puff. Query.—Is this the railway called *Lewyer Richardson's Humbug*?

A SUBSCRIBER.

[The erroneous statement of which our correspondent speaks, being merely a paragraph taken from another paper; he would have done well to have traced it to its proper source, as we, of course, are not answerable for its accuracy.—Ed. M. J.]

THE KELLEWERRIS MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In your paper of the 30th ult., I was not a little surprised to read some very severe strictures on the character of Captain Nicholas Vivian, of Camborne, and those, forsooth, from Mr. R. M. Thomas, at a public meeting of the Kellewerris Company.

Captain Vivian I have known intimately for a long series of years, and I have no hesitation in declaring, that the converse of what was stated at this meeting, is, in every sense of the word, the truth. He is a man of inflexible integrity, and perfectly acquainted with mining, theoretically as well as practically. If he did not range amongst the first miners of the age, would he be so frequently called on to inspect and report upon mines, not only in Great Britain and Ireland, but in France also? To estimate his abilities from the circumstance of his having had the management of losing mines, is most assuredly an unique mode of testing them, but not on that account the less preposterous. If such a standard were established, what would become of the host of captains who have had the management of scrip mines within the last three or four years, almost all of which have been found worthless? How such strictures could have been allowed to pass uncontradicted and uncensored at this meeting, by a Cornish director present thereat, and professedly the friend of Captain Nicholas Vivian, I know not. What is the value of such friendship? *O tempora! O mores!*

I am, with esteem, Mr. Editor,

Your obedient servant,

Perran Porth, Oct. 2.

AN OLD CORRESPONDENT.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I beg to inform you that the letter in your last week's paper, signed, "Richard Williams," is an imposition. There is no man in the parish of Camborne, by that name, that ever did, or ever could, write a letter, unless it be Captain Vivian's own son, Richard—his mother's maiden name was Williams—therefore I conclude him to be the only "Richard Williams" Vivian, the writer of that letter. I know something of the "great" Captain Nicholas Vivian—I say it not in derision, there is another Captain Nicholas Vivian, which, in contradistinction, is called the "little" Captain Nicholas. Now, no one can doubt what "Richard Williams" said, or what his father dictated to him to say, that he had advised the Wheal Towan Adventurers to abandon the concern; but when, may I ask, was this advice given?—not, perhaps, until after tens of thousands of pounds had been lost.

No one for a moment can doubt but that Captain Nicholas Vivian, like Captain M. Thomas, and many other mine agents, have a liking for the "loaves and fishes," and will cling to them as long as it appears to them consistent. It is all stuff to talk of talent in underground mining researches. I will defy any man to give an unerring opinion as to what is, or what is not, a good speculation; therefore the judgment of one man is, in my opinion, not much superior to that of another; for how often have we known (in Cornwall), that some of our best mines have been condemned by such practical men as Captain Vivian, and vice versa. I say, give me the opinion of a clever underground working miner, which you can at all times get for a pint of gin toddy, and put the three guineas, which the "great" captain would charge to drive a fathom of ground, which, if productive, will be worth more than fifty opinions, at three guineas each. If the correctness of what I have written be admitted, I would ask, in what instance has Captain Vivian, or any other mine agent, displayed so much ability?

I am, Mr. Editor, your obedient servant,

Wheal Chance, Camborne, Oct. 20, 1837.

QUIDAM.

WHEAL BROTHERS MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The allusions made by you to Wheal Brothers Mine, in your Journal of Saturday last, has infinitely surprised me, as well as many other of your friends; and I take the liberty of addressing this, concluding you will give it a place in your next publication, and embrace the opportunity thus afforded of giving such explanations as may serve to remove the prejudice which it has (not, I think, without justice) created.

Now, but very lately a statement was made in your paper, showing the actual produce of the concern from the commencement up to that period,

to be about 4000*l.* in value, out of which the dues reserved were to be deducted; and the same paper also showed, that dividends to the amount of 9000*l.* had been previously announced and paid to the shareholders, and which fact you now again bring before the public. But allow me, Mr. Editor, to ask you from whence came the sum so divided and paid? Not from the mine itself it is clear, since she had not, on the whole, turned out two-thirds of the amount of the dividend, sinking all the expenditure in working her. How then were the current expenses of the mine provided for? Or what, in the name of common sense, were the inducements to make dividends, and thereby to induce the belief that the Wheal Brothers Mine was not only meeting the working cost, but that she was really then making large profits?—The reason, by the way, is too obvious to need the question.

How was the extraordinary and fictitious price, or, as you call it, value of 200,000*l.* for the concern produced? Why, the payments of the dividends (which you now speak of) were weekly trumpeted forth by advertisements—not to mention the golden snuff-boxes, filled with the same valuable material, with various articles of plate, &c. &c., so often announced as being presented by certain of the proprietors, from time to time, to parties (who need not here be named), because of the extraordinary production and value of the undertaking. But it seems, after all, to have been but a "wee bit of siller," deposited in one particular spot, or (to use a mining metaphor) bunch, which would puzzle, I fancy, all the scientific gentlemen lately assembled at Liverpool to account for.

A silver mine is a high-sounding name, and with such management, no wonder that it got hold of the public ear, and led to results, doubtless, much to be deplored.

You say, Mr. Editor, that there has been charges made against parties whose characters are above suspicion; be it so, but permit me to ask, if there be sufficient evidence before the public to bear out your statement? How it happens that the shareholders have been duped, deluded, or disappointed (no matter from what cause) to the tune, if you please, of 200,000*l.*, with the fact staring you in the face that all the returns from the mine does not exceed 7000*l.*, you can venture to advise them to commence working the mine, *de novo*, is a mystery to many, and to none more than to myself. Would you not do well to reconsider such advice, and rather caution them once more to get the property inspected? There is many an "honest man and true" to be met with in Cornwall, quite equal to the task; and it will be found, I am led to conclude, that the report of Captains Nicholas Vivian and William Gregor (men of great probity and worth, and esteemed as such in the county) is not so very wide of the mark, they being perfectly competent to give an opinion upon silver, whether oxidized or reduced to the metal, and I may add, perfectly acquainted with the use and value of it too.

One word more on the fact of dividends being advertised to be paid to the shareholders before the mines are realising profits. The object in so doing is not difficult to solve. Wheal Brothers is not a solitary instance; there are, I am sorry to observe, many such. In West Treavean, where the actual produce has only been about 300*l.* worth of tin, to meet a very heavy outlay, a dividend of some thousand pounds was advertised to be paid; and in Kellewerris, which had not, I believe, produced a shilling towards the cost of working, the same course was adopted.

It is to such undertakings as I have alluded, and their kindred Wheal Sisters, West Wheal Brothers, &c. &c., to which the scrip system and mining generally may ascribe the obloquy and contempt so universally cast upon them, and the ruinous consequences which have befallen the numerous individuals who were induced to embark their capital in mines, as a permanent investment; and from the same cause many a valuable mining speculation in Cornwall, wherein large sums have been expended, are now abandoned, soon, however, it may be anticipated, to be resumed under happier auspices.

There are other and most flagrant abuses still going on in mining affairs; and I purpose addressing some further communications to you relating to them, as it is my fixed determination, in future to expose them whenever they happen to fall under my notice, and which, Mr. Editor, with your permission, I shall do through your valuable Journal.

Being, Sir, your most obedient servant,

Oct. 18.

A CORNISH MINER.

[The above letter shall receive attention at an early period, absence from town precluding our further notice of the writer's remarks at the present moment.—Ed. M. J.]

THE SAFETY LAMP.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Will you favour us with sufficient space in your valuable columns, just to say, that Mr. Usk Thompson, the able correspondent of the *Merthyr Guardian*, has, on quoting a paragraph of ours in his letter, which appeared in your Journal of the 14th instant, attached a meaning to that paragraph (in fact, an insinuation) totally different to anything it was intended to convey.

It will be found, upon reference to our communications generally, that we have expatiated very largely upon the merits of the Davy Lamp, and that we have dwelt with pleasure upon those valuable properties that are peculiar to the lamp of Messrs. Upton and Roberts.

It was in allusion to the difficulty of combining the separate advantages of the two lamps that we made use of the observation in question, and which (as will be seen by a re-perusal of our letter) was obviously intended to be understood thus:—"The lamp of Messrs. Upton and Roberts, has, like the Davy Lamp, qualities *eni generis* (good of course is implied), which it is highly dangerous to tamper with"—by attempts at improvement.

The paragraph, when properly considered (as we trust it has been by the majority of your readers), meant nothing more than a just tribute or compliment, as well to the exalted genius of the late lamented Sir Humphrey Davy, as to the persevering ingenuity of Messrs. Upton and Roberts.

We are, Sir, your obliged and obedient servants,

9, Bury-street, St. James's, October 18.

G. AND W. BURSILL.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Your correspondents, Messrs. Bursill, state, I believe very correctly, that the coal owners of Durham and Northumberland reject our Safety Lamp, and also give the reason why those persons do so. For this I thank them, as it gives me an opportunity, all that in fairness can be wanted, to place the matter in its proper position before the public, to whose judgment both Mr. Roberts and myself will readily bow.

It appears that the objection to our lamp by the coal owners of two districts where (more than any others) loss of life from explosive accidents is a frequent occurrence—is not because it is *not safe*, for its safety has been proved beyond the possibility of doubt—nor because it gives an inefficient light, for it has been admitted by all who have used it in coal-pits, that it gives more than double the light of the Davy Lamp; but, because, it will not remain so long burning as that lamp will in an atmosphere strongly impregnated with carburetted hydrogen, that is, will not allow the men to continue working in places requiring ventilation, and where the bad air (the evil complained of) could, whatever be its cause, be readily removed by proper attention to the ventilation of the pit. The real question, therefore, at issue between "Upton and Roberts' Lamp," a lamp, which Messrs. Bursill liberally and truly state, "ought, from its undoubted safety, otherwise to be hailed as little short of a blessing;" and the coal owners of Durham and Northumberland, for I believe the proscription is confined to them, is simply this—is the only really safe lamp yet offered for use, to be rejected, because it will not enable the unthinking or unfeeling coal owner to place his workmen unnecessarily, where their health must be injured and their lives may be destroyed. Ought this to be?

I remain, Sir,

Your obedient and obliged servant,

GEORGE UPTON.

P.S.—Should this be favoured with insertion in your scientific and much-read Journal, I will take an early opportunity of noticing Mr. Thompson's defence of the Davy Lamp, and Mr. Buddle's observation, that "all that science had hitherto done, with the single exception of the Davy Lamp, was to give a light which goes out at the very point at which it is most wanted."

LONDON AND GREENWICH RAILWAY COMPANY.

TO THE EDITOR OF THE GREENWICH GAZETTE.

SIR,—As a shareholder in the above railway, I beg to thank you for your very proper and temperate observations relative to the petty tyranny carried on, by certain directors, against a gentleman whose conduct appears to deserve different treatment, if we are to believe the newspapers sent to us from the office of the company, containing extracts from

the report of a committee of nine shareholders, who had devoted six weeks to examining the whole affairs of the company, and the expenditure of about 700,000*l.* The following is one specimen:—"Your affairs, instead of being desponding, appear to be very prosperous; we are now in the receipt of a clear profit of three per cent., and we have no doubt a much larger profit will arise to us when the railway is completed—it will then prove to be the first undertaking in the country."

"The disposal (or raising) of 700,000*l.* had been confided to Mr. Walter, without controul. This gentleman first acted as secretary, and then as managing director of the company; and his extraordinary zeal, activity, and personal energy, whatever may have been his faults, and we wish not to disguise or palliate them, were conspicuous throughout; and to him the success of the original Act was mainly attributable; and that he had disposed of 19,400 shares out of the 20,000 which had been thrown on the company's hands after the Act had been passed."

It appears to me that the conduct you have remarked upon has its origin in the following extract, which I shall copy from the same paper—"One of the directors is charged with having attempted to force a wrought-iron arched railway on the company, of which he was the patentee, against the opinion of the engineer and directors; and who, from a misunderstanding with the secretary on the subject, absented himself for two years, but is now an active member of the board of direction."

I will not trespass further on your time, at present; but conclude, by assuring you that your exposure of petty tyranny, in whatever shape it may appear, will be gratifying to Englishmen and your fellow-townsmen.

A LOVER OF JUSTICE.

EDINBURGH AND GLASGOW RAILWAY.

TO THE EDITOR OF GORE'S (LIVERPOOL) ADVERTISER.

SIR,—I conceive it an act of justice to the shareholders of the Edinburgh and Glasgow Railway, resident in this county, to notice the various publications that have appeared, emanating from the opponents of this measure, the proprietors of the Forth and Clyde and Union Canal Companies, who have, since the commencement of this great national undertaking, been reckless in the expenditure of the funds of their respective companies, in order to check, if possible, the establishment of a railway, in every respect called for, and for the general improvement, of the trade of Scotland.

The directors have been indefatigable in promoting and forwarding the interest of the shareholders, and the most unbounded credit is due to them for their perseverance in their attempt to secure an Act of Parliament, to enable them to complete this great work.

Had not the death of the King taken place, the bill would have passed the House of Lords in less than a fortnight; and, as this lamentable event could not be controlled by any human power, it is rather hard that our opponents should strive to sow dissension amongst our shareholders, by attributing delay and neglect to our respectable directors.

In Liverpool, we know too well the spirit of opposition on these points; for I have only to refer to the great struggle for the Liverpool and Manchester Railway, which bill was not obtained without a very heavy expense, and three sessions of hard fighting. The Edinburgh and Glasgow Railway Company have only been one session before Parliament, as applicants for a bill; and they had every reason to expect they would have succeeded, having defeated their opponents in every stage of the bill, both in the House of Commons and in the House of Lords, had not the event stated put a stop to all proceedings.

In point of real interest to the shareholders and the country at large, I look upon the Edinburgh and Glasgow as capable, in every respect, of competing with the Liverpool and Manchester, or the most important railway that has, or ever can be, projected; and thus it has raised the ire of the canal proprietors of Scotland.

RICHARD DAWSON.

MINING CORRESPONDENCE.

ENGLISH MINES.

TRELEIGH CONSOLS MINING COMPANY.

The tributaries in the back of the twenty fathom level, on each lode, at Shauger, are working well, and getting wages. We have two or three places set at high tribute, on Maria lode, one of which is looking well. We can calculate on our present pitches paying one-half of the whole costs; and should our levels and winzes be productive, the quantity of ore will of course increase. At present Shauger shaft and the thirty fathom level are poor, but the lode is two feet wide, of a kindly appearance; this level east, is not yet driving. The twenty fathom level, on this lode, has been poor for several fathoms; is now a little improved—the ground is hard, and the lode worth about 31. per fathom. This level, on the north lode, has also been poor for the last three fathoms: the lode is split into two branches, and I hope again likely to produce ore. The winze over from the ten fathom level is: ore; the lode is large, and having water, I fear we have begun to sink even now too soon. Christoe shaft is now down eight fathoms; the lode is disordered, but the end of this month will bring us down to the twenty fathom level, where I purpose driving east and west. In the engine-shaft the ground is hard, and I fear we shall not see the lodes so soon as we had calculated upon.

W. SINCOCK.

ST. HILARY MINING COMPANY.

Oct. 12.—I beg to forward the result of this day's sale of ore from Wheal Leeds, which was sold at 6*l.* 17*s.* per ton.

Oct. 14.—Our levels continue with little or any alteration much the same. Our tributaries are working regular, and we are now making faster progress in getting every thing in readiness to sink under the sixty for a seventy fathom level.

C. N. BEATER.

GWINEAR MINING COMPANY.

Oct. 12.—I have to-day to communicate that we have, in driving Lemyn adit east, intersected, or rather fallen in with a lode, in appearance promising for copper ore; in size about two feet big. We shall continue to drive on this lode at the object we were aiming at, viz., the Clowance cauter lode, as it is going in the same direction.

Oct. 14.—I do not know that I have anything important to notice since my last letter. Our operations are going on favourably. The branch of tin in the ten fathom level east is not so good as it has been, but, on the whole, looking at the prospects of the concern generally, appearances are more encouraging.

C. N. BEATER.

WEST WHEAL BROTHERS MINING COMPANY.

Very little of the lode has been broken in the shaft this past week, in consequence of sinking by the side of it; the leader appears still to continue about three inches wide, and very good for tin. In the forty-three fathom west, the lode produces some stones of copper and munda on the south wall, very similar to what was seen in the thirty-three just before the tin was discovered in that level. The tribute pitches are looking just as usual. I think we shall have rather more than two tons of black tin for the smelting house next week.

J. CARPENTER.

HOLMBUSH MINING COMPANY.

Oct. 16.—I have to inform you that there is no material alteration in the ground in our engine-shaft since my last. We are now four fathoms below the eighty fathom level. The lode in the eighty fathom level west, is from one to one foot and a half wide, composed of munda and blende, with stones of ore. The slope in the back of this level is two feet and a half wide—a rich course of ore. We have not intersected any more branches north from the eastern end, at the eighty fathom level, we shall lift reform commencing driving east on the branches, which, from appearance, will soon form a regular lode. The seventy-two fathom cross-cut south, towards Flap-jack, is going along regular—ground rather hard. The lode in the seventy-two fathom level west is one foot and a half wide, but is not so productive as mentioned in my last report; at this place the lode is intersected with several small cross-courses, which we are nearly got through, when I think the ore will again make in a more regular course. There is no alteration in the twenty fathom level east since my last report. We commenced sampling: this day, which will be, by calculation, 120 tons of good produce.

S. SECOCOME.

TAMAR SILVER LEAD MINING COMPANY.

Oct. 16.—The lode in the eighty-five fathom level is about four f. et. big, producing silver lead ores, and the ground is improving. Our tribute pitches are looking very well, and the men getting wages. The other parts of the mine are much the same as last reported. Our sampling is unavoidably postponed until Wednesday next, when we shall sample from thirty-eight to forty tons.

MARK JAMES.

REDMOOR CONSOLIDATED MINING COMPANY.

Callington, Oct. 16.—In handing you my weekly report of these mines, I beg to say the lead lode, at the fifty fathom level north, is divided into branches, which I do not consider to be at all prejudicial to the character of the mine. The lode, at the same level south, is a little improved, both in the state of the ground and the appearance of the lode. The lead lode, at the forty fathom level south, continues much the same in appearance, as stated in my last week's report. The pitches generally are looking well—equal in every respect to any former report given from these mines. Our sampling is unavoidably postponed until Wednesday next, when we shall sample about fifty-five tons (21 cwt.).

H. RICKARD.

FERRAN CONSOLIDATED MINING COMPANY.

Oct. 14.—The Flat-rod engine-shaft is now eight feet and a half below the thirty fathom level; in sinking this shaft we have met with Mudge's lode, which is about twenty fathoms wide, producing some excellent work: it is very encouraging, it having a better appearance here than in the levels above. In driving the thirty fathom level east and west of Flat-rod engine-shaft, on Anthony's lode, we find it large, and yielding a little lead. In the twenty fathom level, east of Great Engine-shaft, we have a promising lode, about two feet wide, six inches of which is rich for lead: same level, driving west of Champion shaft, we have driven five feet, through a good course of lead, and although the lode is not so rich in the end at present, yet we do not consider this a disappointment. The western course of lead gone down in the bottom of the ten fathom level, being full twelve fathoms to the west of this (the twenty fathom level) end. The ground in the south cross-cut continues very favourable for driving. The tribute pitches remain much the same as reported to you last.

R. ROWE.

EAST WHEAL STRAWBERRY MINING COMPANY.

Oct. 16.—I beg to transmit you to-day the following report, on the general prospects of this mine:—The lode in the engine-shaft is about the same size as reported on the 11th instant, and much the same for tin. The lode in the twenty-four fathom end still continues to be large and saving work. The lode in the sixteen fathom end is full three feet in size, of a tiny description, but not rich. The men in the winze sinking just behind this end have not yet broken much of the lode to prove its contents. The lode in the winze, at the nine fathom level, is very large, and has tin throughout, and nearly the whole of it will be found fit for the stamps. The tributaries are working satisfactorily, and with the prospect of obtaining fair wages.

F. EVANS.

EAST CORNWALL SILVER MINING COMPANY.

Oct. 16.—Having examined the mine to-day, and as it regards the underground prospects, and viewing my last week's report, I beg to say that I do not see the slightest alteration—the appearances remain precisely the same as in my last report of the 9th instant. Captain Rowe having been with me and inspected our operations, he has proposed the following alterations, and to which I fully concur: viz, that three men be employed in driving east of Mexico shaft, on the north lode, instead of six as heretofore; two men to drive east on the south lode, from Flap-jack shaft; also two men to drive east of Mexico shaft, at a level above (say ten fathoms); and two men to rise from the back of the twenty fathom level, on the course of the north lode.

JOHN WILLIAMS.

WEST WHEAL JEWEL MINING ASSOCIATION.

Oct. 16.—Buckingham's Diagonal shaft is now down about eight fathoms under the thirty fathom level; the lode is about fifteen inches wide, composed of fluor spar and yellow ores, yielding about three tons per fathom, worth (at the present standard) 51. per ton. In the thirty fathom level (west of Hodge's cross-course) the lode in the end is about eight inches wide, composed of fluor spar and yellow ores. In the thirty fathom level south, driven about eight fathoms in the past month; towards the Great Wheal Jewel lode it continues favourable for driving. We see no alteration in the tribute pitches; the quantity of ores we have at surface (risen in the past month) is about twenty five tons, of a similar produce as the parcel last sold. Wilkinson's engine-shaft is now down about twenty-two and a half fathoms under the surface; the ground continues favourable; the lode is about two feet wide, composed of gossan, intermixed with spots of ore.

M. WILLIAMS.

BRITISH TIN MINING COMPANY.

Oct. 16.—Twelve Fathom Level.—The ground in Osborne's cross-cut is easing a little. The lode in the back of this level, west of engine-shaft, is from eighteen inches to two feet wide, tiny, and carrying a leader from one to two inches big—some parts very good. The Middle lode is large, producing some tolerably good work. Twenty-two Fathom Level.—The lode in the west end is from two to three feet big, producing tin stuff. The lode in the east end is from one to two feet big, but rather disordered at present, and poor. The lode in the back of this level, east of cross-cut, is from two to three feet wide, yielding tiny work. The lode rising on the new causer is about ten inches big, carrying a small leader—very good work. Thirty-two Fathom Level.—The Glow-hill lode in the west end is improved since we commenced driving on it from cross-cut. The lode in the east end is also large, producing tin stuff; this lode, when we come to open on it, though of inferior quality, will turn out a great quantity of tin stuff, and will give us tin—at present the lode has a promising appearance. Fagan's lode, at this level, is rather disordered at present in the east end, and so far it has not so favourable an appearance as it had at the twenty-two fathom level.

J. BRAY.

UNITED HILLS MINING COMPANY.

Oct. 17.—Twenty-five Fathom Level.—The lode in the eastern end of this level is eighteen inches wide, very good for ore. In the western end the lode is three feet wide, with ore throughout, of a low quality. Adit Level (East United Hills).—The lode is eighteen inches wide, kindly, gossan with some ore. Adit Level.—We have communicated this winze to the ten fathom level, and have recommended driving this level eastward. Ten Fathom Level.—At this level the lode is three feet wide, one foot good ore. Twenty Fathom Level.—In this winze the lode is three feet wide, producing ore of a fair quality. Twenty-one Fathom Level.—No alteration in this level since last week. Twenty-seven Fathom Level.—In the western end of this level the lode is two and a half feet wide, with good stones of ore. The lode in the winze sinking under this level is three feet wide—eighteen inches good for ore. Thirty-one Fathom Level.—The lode in the eastern end of this level is three feet wide, producing ore, but not so good in quality as for some time past. In the winze sinking under this level the lode is four feet wide, with stones of ore. Diagonal Shaft.—In this shaft the lode is three feet wide, very good for ore. Thirty-six Fathom Level.—The lode in this level driving east is four feet wide—poor. No alteration in the cross-cut north at this level. Forty Fathom Level.—In stopping at this level we find the lode four feet wide, producing good ore.

C. PENROSE.

TINCROFT MINING COMPANY.

Oct. 18.—I beg to inform you that we have this day sampled 155 tons of copper ore, which we calculate will fetch upwards of 7000; and expect to get a greater quantity for the next sampling. I am glad to say the lode in the 132 fathom level west has very much improved for copper during the past week; the end is now worth from 300. to 400. per fathom. The engine-shaft is at present poor, but as the ore ground to the west of the shaft appears to incline east going down, we may reasonably expect to find it at or near the shaft at the next level, 142. The 120 east is much the same as last reported. The 110 east is still looking well, and also the stopes in the back of it. We continue to raise good work for tin and copper from the back of the 100 east, indeed, all our eastern ground is looking well, and since the advance in the price of tin we have set some two or three pitches in the western part of the mine, where we expect to set more men to work shortly. Taking everything into account, I have never seen Tincroft looking better than at the present time.

W. PAUL.

ENGLISH MINING COMPANY.

Great St. George, Oct. 17.—The following is the present underground operation:—At the thirty fathom level, west of Catcher's, at Great St. George, the lode is two feet wide, of caple, jack, muncie, and ore, much softer than for the last fathom or two, and is valued at about 51. per fathom; the appearances in other respects are very promising, and we have every reason to anticipate still greater improvement before long. The lode at the twenty fathom level, although not containing so much ore as usual, is still promising; it is from eight to twelve inches big, and contains principally jack and spar. The twenty fathom level, west of Burton's, is thrown into a somewhat disordered state, from its intersection by several small cross branches: good stones of ore are still breaking, to the value of probably 41. per fathom. A favourable change in the appearance of Humphrey's lode, at the twenty fathom level, west of engine-shaft, has decidedly taken place since the setting: it is about twenty inches wide, of soft spar and muncie, and contains minute particles of grey ore. The cross-cut from Callaway's towards Humphrey's lode, at the twenty, east of Goyen's, has recently passed through some small ore branches, which will most likely undergo some operation from the pick and gad of the tributer. The lode at the ten west, on Burton's shaft, contains caple and spar, intermixed with ore and jack; it is at present jammed, as it were, into a very small space, the result of the hard nature of the surrounding walls; as, however, the ground softens, the lode will, no doubt, improve in quality. The ten fathom level cross-cut, south of Stephen's, has intersected the near part of Callaway's lode, which is twelve inches wide, and will produce for a height of three feet (more than this, from the extreme underlay of the lode, cannot be carried), about 51. worth of ore per fathom. In driving three fathoms east, we shall look to the end driven west from Goyen's, when about twenty fathoms of pretty good ore ground will be laid open for the active enterprise of the tributers. No alteration of importance has occurred at the ten, east of St. George's shaft. At Devonshire's, the summen have been entirely engaged in repairing the shaft, &c., so that no information can be imparted respecting James' lode, at the twenty fathom level. Within the last ten days, a cross-course has found its way into Campbell's, which has greatly facilitated the sinking of that shaft: this will be doubly advantageous to the men in sinking their bargain of ten fathoms—it will not only very considerably soften the ground, but will drain the ground of water, which might otherwise have been one of the greatest impediments in their progress downwards. Burton's shaft is proceeding with as much dispatch as can be expected; its completion to the twenty will, in all probability, be effected this month. The cross-cut at the eighty fathom level, south mine, is now in an elvan, which is more favourable than the former caple ground, we, therefore, anticipate cutting the lode this month. The seven y. west of Flat-rod shaft, contains a lode three feet wide, eighteen inches of which is a leader of ore, and is computed to be

worth four tons of 50s. ore per fathom. The same level east remains in its accustomed state of poverty, and will most likely continue so until it extricate itself from the hard ground, which at present surrounds it. The condition of the sixty west is pretty much the same as the seventy east; we have, however, some reason to believe that the hard ground which accompanies this level at present, will shortly wear away, when a favourable change in the lode may fairly be expected. Poverty is the only characteristic feature of the lode in the winze, sinking from the sixty to the seventy fathom level, at this part of the mine. Some favourable alterations, as might naturally be expected, have taken place in the tribute department, since the setting on the 30th ult. The most important are those in the pitches working by Williams and partners, at the back of the twenty-five, east of Gowan's, on the north part of Callaway's lode. Both of these parties, in the event of present prospects continuing, will do well. There are other pitches, where improvements of a minor character have taken place, whilst some have deteriorated, but on the whole, we have every reason to anticipate a sampling for Nov. not less than that on the 10th inst. The lode in the east engine-shaft, Wheal Leisure, is three feet wide, of spar, caple, a little muncie, and a small portion of ore; the ground in its vicinity is favourable, but has not yet had the desirable effect of increasing the quantity of ore. The 106 fathom level, east, is poor, the proportion of ore, as compared with other ingredients, being exceedingly small. The same level, west, is split into a number of small branches, and is, consequently, in a disordered state. West, on Kerrick's lode, at the ninety-six fathom level, the appearances at present are unfavourable. The state of the eighty-six, west of the western engine shaft, is pretty much in keeping, I am sorry to say, with the foregoing, the lode being greatly disordered, and decidedly poor. Contrasted with this, the report of Wheal Prudence will be particularly pleasing. The cross-cut at the bottom level is progressing, at its usual rate, through a somewhat hard strata of ground. At the sixty-two fathom level, driving west, the indications are more encouraging than common; the lode is much easier for breaking (one fathom having been set, a day or two ago, at 61. per fathom), and will produce from one and a half to two tons of ore per fathom. The winze from the fifty-two is now completed to the sixty-two fathom level. Finding the whole of the lode had not been carried down with the winze, the men have been employed in cutting north and south, and the result has been an extension of the lode to a width of from seven to eight feet, which will yield six tons of ore per fathom. The tributaries are jogging on pretty well, but, in consequence of having a barrier of poor ground to work down previous to the working of the best part of the pitch, the large party of tributers will not bring to grass so large a quantity of ore as they did during the last two months.

H. HUMPHRIES.

BRITISH COPPER MINING COMPANY.

Oct. 18.—Since I last wrote the board, I have thought it best to make some alterations in our underground proceedings, and have suspended for the moment the driving of the fifty-two east, and set the men to stop the back of that level in tutwork and tribute, and also the driving of the twenty-two west, which is at present poor; and set the men to sink a winze in the bottom of the level in the ore ground through which we have driven, hoping by these alterations, as the copper ores are selling at a tolerable good standard, to make (for the next two months, at least), our returns meet the expenditure. I am aware that it would be very desirable to continue the driving of the twenty-two west, the stratum and lode being very promising, and that another such discovery as we have lately made in this place would be of vital importance to us, yet this level being so far "a-head" of the thirty-two, and as these two levels will be so dependent on each other for air, it is very requisite to get them nearly in a vertical position, and by the step I have taken this end will be partially answered. We yesterday sampled 180 tons of ore, of better quality than any we have sold for the last eight or ten months, and left from thirty to forty tons of ore undressed at surface, which we could not prepare for sampling from want of a sufficient supply of water for the crusher; besides, we have upwards of 100 tons of ore in elvans, which have been accumulating on the mine; having had no water for our stamping-mills for the last six months, and as the wet season will soon commence, it would be advisable to erect two stamping-mills immediately, which can be done for 500. or 600. The lode in the sixty-two west, is four feet wide, leader one foot, and taken together, has a very promising appearance—fine rocks of ore were drawn to surface from this end this morning. No other change has taken place during the last week in any other part of the mine.

JAMES STEPHENS.

CORNUBIAN MINE.

Oct. 14.—It being our setting day to-day, I have to inform you that we have set the new engine-shaft to sink, to hole to the rise, at 120s. per fathom. We have a hole through to the rise, and the water goes off from thence. On Monday next, we shall set from the rise to the bottom of the sixteen fathom level, so as to get the shaft in course against the engine is ready to work. I am happy to inform you, that the sixteen fathom level, on the west causer, is still looking well; if it continues this month out we shall break several tons of lead from driving this level only. I hope, and fully expect, that we shall break more lead for the month ensuing than we have for some time past. There is a kindly lode on the east causer eight fathom level, though not rich. No alteration in the other levels since I wrote last. We are going to ship on Monday and Tuesday next seventy tons of lead for the river Dee, and we have now dressed for another parcel twenty-eight tons, and about seventeen tons undressed. The vessel that we have engaged will not take more than seventy tons out of the eighty-three tons that we sampled.

JOHN BORLASE.

GRAND MINERAL DEPOSIT.

[The following humorous advertisement has been forwarded to us, and we give it insertion, as conveying a moral, which is not without its value.—Ed. M. J.]
TO SHAREHOLDERS IN SCRIP MINES (REDOLENT OF WEALTH) IN LONDON, LIVERPOOL, SOMERSETSHIRE, &c. &c.
It is intended to apply, early in the next year, for a Set to work the Great Mineral Basin of the river Fal. The set will include all the lodes from the Black Rock, at the entrance of Falmouth harbour, to Turn y Wear—and will be one of the first speculations in Cornwall—the ascertained magnetic quality of the Black Rock having attracted all the rich veins of copper ore and tin in the county, within the limits of this magnificent set. It is not proposed to confine the remuneration for procuring this set, to 45000., as in the case of Kellewerris; or 30000., as in the case of West Treavean; or 50000., as in the case of Wheal Prosper; but to go the whole hog, and to charge 25,000.—say 25,000.
The capital will be 250,000., in 50,000 shares of 51. each. Deposit 11. per share.
Applications for shares to be made to Anti-Humbag, Esq., London or Cornwall, on or before the 1st of January next—if by letters, post to be paid.

THE STANNARY COMMISSION.

The Commissioners appointed by the Crown, to inquire into the laws of the Stannaries in Cornwall, and into the laws relating to mines and minerals in that county, and into the customs and usages connected with the same, sat at Helston, on Wednesday last, to receive information on those subjects from such persons as were disposed to give it. The object of this commission is so manifestly beneficial to our county, and particularly to the Mining Interest, that we earnestly hope those who had the power also had the inclination to communicate information on the important subjects of inquiry. The questions proposed by the Commissioners, were divided into the following heads:—1st. The Stannary laws. 2d. Other mining laws. 3d. Usages and customs (distinct from laws) connected with the Stannaries or applicable to mines or mining in Cornwall. 4th. The acts of convocation. 5th. Privileges of tinners. 6th. Tin bounds. 7th. Rights of tinners to wood and turf. 8th. Rights to water. 9th. Customary setts. 10th. Streaming. 11th. Adits. 12th. Supplies to mines by adventurers. 13th. Supplies to mines by merchants. 14th. Lien. 15th. Smelting, blowing, and coinage. 16th. Weights and measures. 17th. Relinquishing shares. 18th. Contribution by adventurers to the costs of mines. 19th. Assignment on transfer of shares in mines.

WICKLOW MINES.—The copper ore raised from these mines last year produced 820,8751. in the British markets. There are 300 men constantly employed in these mines.

GOLD COINAGE AT THE MINT OF THE UNITED STATES IN 1837.

January	.....	None.
February	.....	dols. 35,580
March	.....	108,360
April	.....	181,000
May	.....	268,000
June	.....	46,250
July	.....	104,490
August	.....	110,205
		dols. 853,825

HAND-LOOM WEAVERS' COMMISSION.—We understand that the commission appointed to inquire into the condition of the hand-loom weavers will commence their labours about the beginning of November.—Manchester Guardian.

NEW COMPANY.—A company has just been formed under the name of "Civil Society for the Enlargement and Embellishment of the Capital of Belgium." The object of this new company is to build new quarters within or without the city of Brussels, particularly a quarter between the Louvain and Namur gates, to be called the "Quarter Leopold." The capital of the company is five millions. The affairs of the society to be managed by seven directors, without salary, and a secretary. This company is formed between the General Society, the Society of Commerce, the National Society, and another society.

SHOCKING ACCIDENT.—On Monday, as an Irishman, named John Connor, was working in a coal patch at Cyfartha, the earth suddenly gave way, and entombed the unfortunate man beneath its ponderous weight. Some time elapsed before he could be extricated, and then too late to be of any avail. On examination the poor fellow's spine was found to be broken, and the body frightfully bruised.

METEOROLOGICAL JOURNAL, 1837.

Thurs. 12	Thurs. 13	Thurs. 14	Thurs. 15	Thurs. 16	Thurs. 17	Thurs. 18	Thurs. 19
43 to 61	38 to 56	38 to 56	38 to 56	38 to 56	38 to 56	38 to 56	38 to 56
30.33 to 30.41	30.44 to 30.50	30.44 to 30.50	30.44 to 30.50	30.44 to 30.50	30.44 to 30.50	30.44 to 30.50	30.44 to 30.50
30.33 to 30.41	30.44 to 30.50	30.44 to 30.50	30.44 to 30.50	30.44 to 30.50	30.44 to 30.50	30.44 to 30.50	30.44 to 30.50
30.33 to 30.41	30.44 to 30.50	30.44 to 30.50	30.44 to 30.50	30.44 to 30.50	30.44 to 30.50	30.44 to 30.50	30.44 to 30.50

Winds N. and N.W., except the mornings of the 16th and 18th generally calm; a little rain on the morning of the 18th.

The thermometer on the morning of the 16th remarkably low.

Edinburgh. CHARLES HENRY ADAMS.

FROM THE LONDON GAZETTE.

Tuesday, October 17.

Oct. 16.—William Allen, Yeovil, Somersetshire, innkeeper.
F. Giles, Port-street, Spitalfields, silk manufacturer. (Smith, King's Arms-yard.
T. Johnston and W. Bevers, Pantion-street, Haymarket, tailors. (Davies, Leicester-square.
R. Wicksteed, Paradise-street, Rotherhithe, victualler. (Asprey, Fournival's Inn.
E. Knight, Ulverston, Lancashire, carrier. (Bignold and Co., New Bridge-street.
W. Lineham, Cheltenham, slater. (Stephens, Blackfriars-road.
J. Wells, Sheffield, victualler. (Fildes, Sergeant's Inn.
E. Mirfin, Manchester, general warehouseman. (Addington and Co., Bedford-row.
R. Carr, Headington, Oxfordshire, butcher. (Powell and Cross, Staple Inn.

DIVIDENDS.

Nov. 7, W. Austin, Abchurch-lane, tavernkeeper.—Nov. 8, M. Hobling, Elizabeth-street, Pimlico, carpenter.—Nov. 8, E. Pope March, Cambridgeshire, draper.—Nov. 8, A. Widger, Buckfastleigh, Devonshire, woollen-draper.—Nov. 7, G. Jones, Shad Thames, wharfinger.—Nov. 7, J. S. Procter, Blue Anchor-road, Bermondsey, glass-manufacturer.—Nov. 7, J. L. Brickell, Hackney-road, oil manufacturer.—Nov. 7, C. Coles, jun., Great Tower-street, West India broker.—Nov. 22, W. Lewis, Birmingham, hosier.—Nov. 10, A. Dobble, Manchester, publican.—Nov. 7, C. Scott, Constantine, Cornwall, scrivener.—Nov. 14, W. Bait, Birmingham, hosier.—Nov. 11, F. Taber, Birmingham, cheesemonger.—Nov. 11, W. Frattinton, and A. L. Prattinton, Bewdley, Worcestershire, grocers.—Nov. 20, M. Nott, Reading, toy dealer.—Nov. 8, C. Hicks and W. Hicks, Christchurch, Hampshire, mealmen.—Nov. 16, J. Smith, Rochdale, corn-miller.—Nov. 7, J. P. Mortimore, Devonport, upholsterer.—Nov. 8, B. Boothby, sen., and B. Boothby, jun., Nottingham, ironfounders.—Nov. 10, J. Barnes, Portsea, builder.—Nov. 8, W. Carr, New Malden, Yorkshire, linen-draper.—Nov. 14, R. Jordison, Stockton, Durham, grocer.—Nov. 18, T. Wilson, Manchester, joiner.—Nov. 8, J. Browne, Manchester, tobacconist.—J. A. Levy, Bucklesbury, merchant.

CERTIFICATES to be granted, unless cause be shown to the contrary on or before Nov. 7.
S. Worthen, Drayton, Shropshire, miller.—R. Reynolds, Leeds, bill-broker.—J. Holt, Bolton, Lancashire, innkeeper.—H. Brown, Eggbaston, Warwickshire, carrier.—E. Allright, Little Newport-street, Newport-market, cheesemonger.—A. S. Stocker, Birmingham, machinist.—W. Anderson, New-road, St. George's-in-the-East, victualler.—J. Rees, Stratford, Essex, chemist.—C. Bean, Long-acre, coach-maker.—T. Barrow, Ashton-under-lyne, innkeeper.—T. G. Postan, Aldersgate-street, auctioneer.—H. Pegg, Tounbridge Wells, hotelkeeper.

Friday, October 20.

William Joy, Tonbridge, Kent, plumber.
A. McLeod, Adam's-court, Old Broad-street, commission agent. (Harris, Stone-buildings, Lincoln's Inn.
J. Mitchell, Lower Grosvenor-street, Grosvenor-square, wine merchant. (W. W. A. Bisset, Manchester, silk manufacturer. (Johnson and Co., Temple.
J. R. Chubb, Newgate-street, seedsman. (Dyer, Took's-court, Chancery-lane.
J. Holloway, of Bridge-street, Blackfriars, straw hat manufacturer. (Rains, Butlersbury.
E. Burdill, Liverpool, ironmonger. (Johnson, Son, and Weatherall, Temple.
J. Barrett, Boston, Lincolnshire, machine maker. (Tooke and Son, Bedford-row.
W. A. Bisset, Manchester, silk manufacturer. (Johnson and Co., Temple.
J. Jarman, Exeter, chandler. (Bennett, Featherstone-buildings, Holborn.
T. Vowles, Yatton, Somersetshire, tailor. (Shearman and Freeman, Bartlett's-buildings, Holborn.
W. Kingswell, Liverpool, cooper. (Addington, Gregory, and Co., Bedford-row.
W. H. James, Redditch, Worcester, ironmonger. (Clarke and Medcalf, Lincoln's Inn-fields.
R. Mirfin, Leeds, draper. (Burt, Aldermanbury.

DIVIDENDS.

Nov. 10, J. Fry, Wrotham, Kent, corn dealer.—Nov. 13, J. Large, Great Queen-street, Lincoln's Inn-fields, coach maker.—Nov. 10, C. J. Christmas and W. Hart, Church-passage, Rotherhithe, cement manufacturers.—Nov. 13, H. Friaby, Mark-lane, City, wine merchant.—Nov. 13, C. Chambers, Hollis-street, Cavendish-square, milliner.—Nov. 10, D. Down and J. Down, High Holborn, hatters.—Nov. 13, J. Williams, Cardiff, draper.—Nov. 10, C. Stanbridge, W. F. Marshall, and T. R. Williams, Anson-buildings, Bunhill-row, manufacturers of artificial skins.—Dec. 23, S. Davenport, Chester, woollen-draper.—Nov. 11, E. Syers, Liverpool, tailor.—Nov. 8, H. Widdell, Kidderminster, carpet manufacturer.—Nov. 27, W. Hook, Devonport, linen-draper.—Nov. 15, W. H. Pears, Coventry, silkman.—Nov. 13, M. Fowler, Lymington, Hampshire, wine merchant.—Nov. 13, J. Carter, Rumbridge, Hampshire, tanner.—Nov. 14, T. Fowley, Basingstoke, Hampshire, victualler.—Dec. 15, T. E. Wall, Stroud, Gloucestershire, coal dealer.—Nov. 14, T. C. Davies, Wrexham, Denbighshire, grocer.—Nov. 15, W. Terry, Bath, hardwareman.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Nov. 10.
R. Wood, Rochdale, Lancashire, money scrivener.—C. Butler, Tonbridge Wells, Tonbridge was manufacturer.—H. Dorset, Hurstmonceux, Sussex, grazier.—W. Calvert, Worthing, Sussex, woollen draper.—S. Cakebread, Warwick, stone mason.—W. B. Babbage, Great Yarmouth, master maker.—T. Curtis, Tottenham, Stepney, shipping butcher.—J. Lea, jun., Worcester, butcher.

COMMERCIAL INTELLIGENCE.

THE COLONIAL MARKETS.—The market for West India sugars has been brisk throughout the week; the demand from the grocers has again been good, and the refined market having assumed a more animated and improved appearance, the refiners have bought freely, the importers are firm in their demands; altogether the market is looking very healthy. The sales were large and a further general advance in prices of 6d. to 1s. per cwt. has been established; fine Jamaica brought 65s. to 66s.; good, 62s. to 64s.; middling, 58s. 6d. to 61s.; good dry brown, 56s. to 58s. per cwt. The estimated sales for the week were about 3000 hhds. Mauritius.—These descriptions continue to find ready buyers, and full the price paid last week have been given during the present week.

EAST INDIA SUGARS.—There continues a good deal of inquiry for Bengal by the grocers, who have been compelled to pay 6d. to 1s. per cwt. advance on the recent public sales prices. Manila and Siam was likewise in demand.

Refined Sugars.—The market for refined goods has been exceedingly brisk this week, and prices have improved full 1s. per cwt. From the grocers there has been an active demand; lumps to pass the standard, sold readily at 75s. to 76s.; for export double crushed brought 35s.; for Dutch crushed, 33s. was demanded; single loaves sold at 74s. to 75s.; Hambro' ditto at 74s. to 75s. per cwt.

COFFEES.—The market for British plantation coffees continues very heavy and prices appear to be drooping; the demand for the good grocery qualities has become languid, and they have but barely supported their previous value, for the inferior sorts there has been no demand. The market for Ceylon remains quiet, but it is held for previous rates. The holders of Mocha continue unwilling sellers.

TEAS.—This market remains firm; for Bohea, both free trade and company's, there has been a good deal of inquiry, and sales made at a profit on the last auctions of 4d. to 1d. per lb. The commonest Congous of the Company's still find few buyers at 1s. 7d. per lb.; most other descriptions are inquired for, but the transactions are limited.

NEW FRUIT.—New Valencia Raisins continue to go off steadily at 45s. We have had some further arrivals of Mascats this week, which were sold at the same prices as quoted last week.

HOPS.—This market continues dull for the inferior descriptions. The quantity of choice hops is very limited, and such as are really good command high prices. The duty remains at 180,0001. The quotations are unvaried from last week.

TALLOW.—This market was very much depressed in the early part of the week, in consequence of the failure of an old established house in this trade for a large amount, however the market subsequently improved, more disposition was manifested to buy, and prices recovered the depression; the trade was steady purchasers for delivery at 40s. in the month of December.

CORN EXCHANGE, OCTOBER 20, 1837.

Wheat	Barley	Oats	Rye	Peas	Beans	Maize	Wheat
38s. 6d.	29s. 9d.	21s. 9d.	32s. 7d.	38s. 10d.	36s. 8d.	38s. 6d.	38s. 6d.
38s. 1d.	29s. 4d.	22s. 10d.	33s. 0d.	40s. 1d.	36s. 6d.	38s. 6d.	38s. 6d.
38s. 8d.	29s. 4d.	22s. 10d.	33s. 0d.	40s. 1d.	36s. 6d.	38s. 6d.	38s. 6d.
38s. 0d.	29s. 4d.	22s. 10d.	33s. 0d.	40s. 1d.	36s. 6d.	38s. 6d.	38s. 6d.

Town made 40s. to 41s. 6d. Export 4s. Suffolk, on board, 42s. to 43s. Seconds 40s. to 41s. 6d. Norfolk and Stockton 42s. to 43s.

PRICES OF SHARES.

JOINT STOCK BANKS.

Rs of Shares.	NAME OF COMPANY.	Amount of Shares.	Amount of Shares.	Price.	Value.	Year.
25,000	Agric. & Com. of Irel.	25	10	..	..	..
5,000	Australasia	40	40	58	8	Ja
1,500,000	Bank of Scotland	50	584	20	11	Ja
10,000	Bank of Birmingham	50	10	..	10	Ja
10,000	Birmingham Bank	50	5	..	10	Ja
500,000	British Lines Co.	100	100	..	..	..
	British North Amer. ....	..	39	18	..	..
3,000,000	Commercial	100	100	183	..	..
	Colonial	100	25	26	..	..
3,000	Equitable Loan Co. ....	..	9	10	..	..
10,000	Foreign Banking Co. ....	..	3	9	..	..
2,000,000	Glasgow Union	50	50	66	..	..
10,000	Gloucestershire	50	10	..	..	..
5,000	Hampshire	80	..	..	10	Fe
10,000	Hibernian	100	25	..	10	Ac
3,000	Devon & Cor. Bg. Co. ....	..	20	36	..	4
30,000	London & Westminster.	100	20	21	5	Ja
3,000	Lancaster	100	20	..	4	Ac
25,000	Liverpool	100	10	25	6	Ja
	Land Joint Stock Co. ....	..	7	7	..	..
50,000	Manch. & Liver. Dis.	160	15	194	6	Ma
25,000	Manchester	100	25	27	7	Oc
25,000	Manch. & Gt. Warr. Bg.	20	25	134	12	Ja
20,000	North & South Wales	30	5	..	7	..
5,000,000	National Scotland .....	..	174	134	..	..
20,000	Natl. Bank of Ireland	50	174	134	..	..
10,000	Nat. Provincial. Eng.	35	35	322	5	Ja
80,000	Nor.&Cnt. B. of Engl.	10	10	..	5	De
10,000	North Wilts.	25	5	8	7	..
20,000	Prov. Bk. of Ireland	100	25	40	8	..
4,000	Ditto New	10	10	15	8	..
2,000,000	Royal of Scotland .....	..	169	..	..	..
7,000	South Africa .....	..	5	5	..	..
20,000	S. of Ireland, Cork	25	5	..	..	..
4,000,000	Western of Scotland .....	..	30	..	..	..
50,000	W. of Engl. & S.W. Dis.	20	10	12	..	..
20,000	Wilts and Dorset	15	74	..	..	..

GAS LIGHT AND COKE COMPANIES

GAS LIGHT AND COKE COMPANIES			
10,000 Alliance	10	3	3
2,500 Bath	20	16	10
600 Bath & Bristol	25	10	10
5,000 British	40	16	214
5,000 Do. Provincial	20	19	224
928 Birmingham	50	50	90
2,200 Birm. & Staffordshire	50	50	76
600 Brentford	50	30	4
4,250 Bristol	20	20	36
1,500 Brighton	20	20	11
750 Do. New	20	18	9
2,471 Birmingham & General	20	17	4
263 Carlisle	25		
4,000 Continental Consolidat.	75	624	8
240 Canterbury	50	50	60
700 Chemsford	50	50	42
300 Cheltenham	50	50	75
1,600 City of London	100	100	10
1,000 Do. New	100	60	112
800 Coventry	25	25	25
200 Derby	25	25	
180 Dover	50	50	
600 Dudley	20	20	20
4,500 Edinburgh Coal Gas	25	25	
Edinburgh and Alloa	14		
240 Exeter	50	50	
4,000 Equitable	50	423	31
10,000 European	20	7	
4,500 Glasgow	25		
6,000 Greenwich & W. W.	50	50	
0,000 Imperial	50	50	444
55,000 Do. Bonds	100	100	2
1,200 Ipswich	10		
800 Isle of Thanet	25	20	20
2,350 Independent	30	30	40
240 Leicester	50	50	
750 Leith Coal Gas	20	20	
Liverpool	242	242	210
Do. N. Gas and Coke	100		
Do. (New Do.)	60		
200 Maidstone	50	50	100
9,000 Phoenix	50	39	214
579 Portsea	53		
304 Poplar	50	50	
1,000 Ratcliff	100	80	57
450 Reading	15		
4,000 South Metropolitan	50	10	20
1,600 Sheffield	16		
1,000 Shrewsbury	10		
120 Swansea	50	50	
2,200 United General	50	46	25
240 Warwick	50	50	5
460 Wakefield	25	25	224
750 Warrington	20	20	224
10,000 Warrington & Harted	50	50	404
1,000 Ditto New	50	10	6
200 Worthing	50	50	
800 Yarmouth			

Bury	250
& Taunton	100

DOCKS.				
13,400 Commercial	100	100	55	3 Jul
98,667 East India	100	100	165	6 Sep
24,666 Ditto Additional .....	..	..	..	4 ..
1,038 East Country	100	100	..	24 Dec
38,310 London .....	..	..	504	24 Dec
Ditto Bonds .....	..	..	99	..
2,800 West India .....	..	..	94	4 Dec
2,209 Bristol	147	147	80	2119 Dec
38,524 Ditto Notes .....	..	..	118	8 Nov
570 London Harbour	50	50	..	..
5,000 Ditto Bonds .....	..	..	5	..
1,600 Grand Collier Docks	100	100	..	..
52,752 St. Katharine	100	92	..	Jan
0,000 Ditto Bonds .....	..	100	44	Oct
0,000 Do. Bonds for 0 years .....	..	99	42	Oct
2,500 Deptford Pier	20	3	..	..
1,000 Herne Bay Pier .....	..	..	..	..

S. W. Junction	20
Summit	25

BRIDGES.						
500	Hammersmith.....	50	50	22½	10s	Ja
500	Metropolit. Suspension	30	2	..	..	Ja
500	Metropolit. New sub.	65½	65½	2	..	De
00	Do. New of 7½ per cent.	50	50	14½	50	De
500	Vauxhall.....	704	704	160	17s	De
448	Waterloo.....	100	100	3	..	De
500	Do. old Annuities of 8½	60	60	19	18s 4	Fe
500	Do. new do. of 7½	40	40	16½	18s 4	Fe

nd Greenwich	20	20
ds

000 Diago Bonds	118	5	Fe
WATER WORKS.			
0 Birmingham	25	25	21c
1 Colchester	100	100	
3 East London	100	100	140
0 Glasgow	50	50	
0 Grand Junction	41	41	
0 Edinburgh Joint Stock	25	25	
0 Kent	100	100	

W. & Newh.	50	2
W. & Newh.	50	24

2 Liverpool Bootle	220	220	326	10	Jan
20 New River Lond. Bridge					
Water Annuities			58	24	Oct
Manchester & Salford	100	30	53	12	Mar
Portsea Island	50	50			
Portsmouth & Farlington	50	50	1		
Do. New	50	50	22	1	Mar
6,000 Ramsgate	10	8			
2 Vauxhall, late So. Lond.	100	100	87	34	Oct
2 West Middlesex	63	63	60	3	Dec

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

ROADS.				
33	Archw. and Kent Th..	30	30	120
00	Barking.....	100	100	224
00	Commercial.....	100	100	75
00	Do. East India Dock Br.	100	100	..
92	Great Dover Str.....	..	70	216
33	Highgate Archway.....	..	307 8	2
24	New North Rd. Stock	100	100	..

4.

LITERARY INSTITUTIONS.				
Adelaide Gal. of Science	50		20	..
London, w. Bronze Tick.	78 1/2	78 1/2		
London University	100	100	24 1/2	
Russell	25	25	7 1/2	
King's College	100	100	28	

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TIDE TABLE.

HIGH WATER AT LONDON BRIDGE, from Oct. 21 to 27.

	Satur.	Sunday.	Mond.	Tuesd.	Wedn.	Thurs.	Friday.
ing	6 28	7 30	8 54	10 20	11 29	— —	0 42